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CITY OF SCOTTS VALLEY
GENERAL PLAN



JANUARY 1986

CITY OF SCOTTS VALLEY
REVISED DRAFT GENERAL PLAN

Prepared for
The City of Scotts Valley, California

Recommended for Approval
by the Citizens Advisory Committee
on November 13, 1984

Approved by the
Planning Commission
on July 11, 1985

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City Council
on January 29, 1986

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PREFACE

This General Plan was prepared based on the following principles for the development of Scotts Valley:

> "To promote a quality, small-town character in Scotts Valley. The Plan recognizes the diversity of the community and its neighborhoods. It provides for the commercial and industrial growth necessary to provide services and jobs to its residents and to support its economy. Residential, commercial, and light industrial growth should be directed in a manner that results in a compatible blending of community amenities with the area's natural scenic qualities. This is to create a community with a visual quality characterized as a park-like setting within which quality development, open space, extensive landscaping, and attractive streetscapes are provided. To accomplish this supergoal, the City has designated approximately 4,100 acres of land for residential use, 360 acres for commercial use, and 400 acres for industrial use. This total acreage will allow for and support a target population of approximately 14,000 persons in the City of Scotts Valley and a total population of 18,000 persons within the entire Planning Area in the year 2005. Commercial and industrial uses are to be concentrated within and at the fringe of the existing urban core. Residential uses ring the urban core and densities decrease with increasing slope."

INTRODUCTION

INTRODUCTION

WHAT IS A GENERAL PLAN?

In California, State law requires that each city and county adopt a comprehensive, long-range general plan for the physical development of the area under its jurisdiction. A general plan is a comprehensive guide because it covers all aspects of the future growth, development, and conservation within the City. As a comprehensive guide, a general plan addresses all types of land uses: new residential areas, commercial development, parks, and new industrial sites. Also, a general plan is a long-range document because it addresses conditions approximately twenty years in the future.

In addition to guiding future growth, a general plan is a legally binding document. Once a city has formally adopted a general plan, new development approved by the city must be in keeping with the plan's goals, objectives and policies.

WHAT ARE THE REQUIREMENTS FOR A GENERAL PLAN?

State law establishes certain minimum requirements which a city must meet regarding the substance and content of a general plan. The most basic and perhaps significant requirement is that a general plan must consist of diagrams and a text which set forth the city's long-range goals and objectives as well as policies, principles, standards, and plan proposals designed to make sure that the goals and objectives are met. A general plan also must address nine subject areas: land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highways, and safety.

PAST PLANNING EFFORTS IN SCOTTS VALLEY

Scotts Valley is located within Santa Cruz County (see Figure 1). The City is endowed with significant natural beauty and considerable prospects for growth. At the same time, the City is faced with physical changes because of rapid population increase and local development. Protection and proper management of the community's resources can pose both problems and opportunities for City planning. Some important dates associated with past planning efforts in Scotts Valley are listed below:

1968 -- Land Use Plan of Scotts Valley
1972 -- General Plan of Scotts Valley
1975 -- Seismic and Geological Hazards Element of Scotts Valley

1978 -- General Plan of Scotts Valley
1980 -- Open Space Implementation Plan of Scotts Valley
1982 -- Housing Element of Scotts Valley

Although the City's residents and visitors are presently enjoying and benefiting from past efforts to provide sound planning, the City's planning efforts cannot stop there; planning must be a continuous process. The General Plan Update Program represents a total revision of the 1978 General Plan and reflects changing legal requirements, needs of the citizenry, and changing conditions at the local, State, and national levels.

HOW WAS THIS GENERAL PLAN PREPARED?

The General Plan Update Program began with the evaluation of the 1978 General Plan, the selection of a Planning Area, the collection of new data, and the preparation of a series of background reports analyzing a wide variety of factors with important planning implications. These reports address subjects covering natural resources, environmental constraints, human resources, and community development, and are the foundation for formulating citywide goals, objectives, and policies.

Citywide goals were the first to be formulated from the background reports. Goals summarize the City's most general statements which represent the philosophical basis of the General Plan. Objectives, which are more finite and quantifiable, were formulated next; objectives are structured in manner that will enable the City to measure its progress in meeting General Plan goals. Next, policies were developed to give specific guidelines for attaining the City's goals and objectives. Implementation measures were then developed which specify actions the City should take to carry out policies of the General Plan.

After the formulation of goals, objectives, and policies, a land use plan was prepared in map form. This land use plan depicts the spatial location of all future land uses in the incorporated and unincorporated portions of the Planning Area; it is to be used to guide the course of the City's future land use activities and to act as the basis for evaluation of public and private conservation and development proposals. As prepared, this land use plan represents the planning philosophy embodied in the goals, objectives, and policies of this General Plan.

Participation from citizens, professionals, and other governmental agencies were sought during this General Plan Update Program. A nine-member General Plan Citizen's Advisory Committee, representing a broad spectrum of interests in the City, was instrumental in the preparation of this General Plan. Appointed by the City Council, this Committee advised City Staff and the planning consultant in all phases of the Program, including data gathering, report preparation, policy formulation, evaluation of alternatives, and plan

development. Also, comments from special interest groups, resources agencies, and other governmental jurisdictions were considered and, where appropriate, incorporated.

HOW IS THIS GENERAL PLAN ORGANIZED?

State law requires that a general plan must address seven mandated elements and that it may also address other optional elements. This General Plan addresses a total of 14 elements, consisting of seven mandated elements and seven other optional elements. In order to promote internal consistency and to avoid needless duplication, the City has chosen to consolidate the 14 separate elements into four components -- natural resources, environmental constraints, human resources, and community development. Each of these components addresses subject areas required for one or more of the mandatory general plan elements. It also addresses subject areas which are optional and not required. This system of organization permits a thorough integration of data and policy statements from various subject areas. Table 1 shows the relationship between the seven mandated or required general plan elements and various optional elements.

For each of the major subject areas addressed in this General Plan, such as seismic safety or land use, a uniform organizational system is used. First, pertinent data from the subject area is presented in text form. Second, the text is followed by a statement of significant issues raised through analysis of background and resource data. Third, these issues are considered in the formulation of goals, objectives, and policies.

Following the presentation of the four components and their associated issues and policies, a land use and transportation plan is presented. This chapter of the plan is followed by a section identifying some basic tools used in general plan implementation which, in turn, is followed by an environmental impact report of the General Plan.

RELATIONSHIP OF THIS GENERAL PLAN TO OTHER PLANS

This General Plan will supersede the previously adopted Scotts Valley General Plan and its elements. The County of Santa Cruz General Plan is the only major planning document which has affected this General Plan. County General Plan policies and land use and zoning designations were considered in this General Plan. Though the City of Scotts Valley General Plan encompasses unincorporated land within the County, these lands will remain subject to County General Plan policies and land use regulations until such time as they may be annexed to the City.

TABLE 1
Relationship between City General Plan Components
and State Mandated and Optional Elements

STATE ELEMENTS	SCOTTS VALLEY GENERAL PLAN COMPONENTS			
	Natural Resources	Environmental Constraints	Human Resources	Community Development
Mandated				
Land Use				X
Circulation				X
Housing				X
Conservation	X	X		
Open Space	X	X		X
Safety and Seismic Safety		X		X
Noise		X		X
Optional				
Park & Recreation				X
Public Services and Facilities				X
Archaeological and Historical Preservation	X			X
Demographic			X	
Socioeconomic			X	
Air & Water Quality		X		
Scenic Highways				X

Note: This matrix depicts only the major subject areas addressed by each component.

Sources: California Government Code Sections 65302 and 65303.

SCOTTS VALLEY PLANNING AREA

The goals, policies, and objectives of this General Plan apply to a greater geographical area than the City of Scotts Valley. As required by State law, a city's general plan must address areas outside its city limits that bear some relationship to its planning. To satisfy this law, a boundary line was established which encompasses all land within the City and unincorporated lands that may be affected by City planning decisions. This area, hereafter referred to as the "Planning Area" encompasses approximately 8.3 square miles as compared to the 3.9 square miles contained within the city limits. Figure 2 depicts the boundary of the Planning Area relative to the City of Scotts Valley city limits.

To define unincorporated lands which may, in the future, be annexed to the City, the Local Agency Formation Commission (LAFCO) commissioned a Sphere of Influence Study for the City. The "sphere" is a plan for the probable ultimate physical boundary and service area of a jurisdiction or agency. The Scotts Valley Sphere of Influence Study was adopted on October 16, 1985.

The boundary of the Planning Area follows a relatively irregular path and is defined by a number of features such as roads, property lines, and land grant rancho lines. Beginning in the northeast corner of the Planning Area, the boundary roughly follows Vine Hill Road (Branciforte Drive) for nearly a mile in a southerly direction. At this point, the boundary continues south and lies about midway between the Scotts Valley city limits and Branciforte Drive. This boundary of the Planning Area essentially follows property lines in this area. The boundary then makes a 90-degree turn to the west (at a point roughly parallel to the intersection of Scotts Valley Drive and McDorsa Drive). At this point, the property line of the Rancho San Augustine defines the Planning Area boundary and continues to do so for the remaining eastern extent of the Planning Area.

The southern boundary of the Planning Area also follows the Rancho line, as does the western boundary, until the western boundary intersects with Bean Creek Road. The western boundary then follows Bean Creek Road in a northerly direction. Approximately one-fifth of a mile below the intersection of Bean Creek Road and Glenwood Drive, the boundary veers to the east. At its most northerly extent, the northern boundary line lies approximately one-half mile north of the Scotts Valley city limit. It makes several 90-degree turns, but tends to the east until it intersects with the boundary line defining the eastern side of the Planning Area.

CHAPTER I

NATURAL RESOURCES

NATURAL RESOURCES

In preparing a comprehensive general plan for a city, it is essential to have an understanding of the opportunities and limitations of the area's physical features and natural resources. Natural characteristics shape the setting in which man's physical development takes place. Scotts Valley's unique combination of natural resources provides considerable opportunities for a variety of land uses.

The natural resources discussed in this plan can be characterized either as those which are unaffected by man or as those which may be depleted or destroyed through improper management. Geography, climate and geology, for example, are essentially unchanged by man's activities. The remaining categories of this section--minerals, soils, water, habitats and environmentally sensitive areas, and historical and archaeological resources--may be significantly altered or even destroyed through misuse.

GEOGRAPHY AND CLIMATE

Scotts Valley is the only municipality located entirely in the Santa Cruz Mountains, which stretch from south of San Francisco to the Pajaro River. Historically, the valley offered a location for agricultural settlement and resource production relying on the natural environment (timbering, tanning, mining, gold production) and later relied on its convenience as a resort and way station on the main route between San Jose and Santa Cruz. While much of the exploitable resources such as redwood and gold have long since been depleted, Scotts Valley retains a geographic position which puts its remaining natural resources under the pressure of utilization by man.

In very general terms, the Scotts Valley area can be characterized as containing two major composites of natural resources:

> The creek valleys, with gentle slopes, riparian habitats, and water supplies, the focus of historic and prehistoric occupation, as well as modern development activity; and
>
> The hillsides, with steeper slopes, forest and chaparral habitats, more sparse development than the valley floor (largely residential and quarry operations), and most of the area's outstanding scenic resources.

The area has a mild, Mediterranean climate, strongly influenced by the proximity of the sea. Average annual temperature is 56°. Summers are generally warm, dry, and sunny, with high temperatures ranging from 71°-80°F. Fog is a common occurrence during the summer months. Winter lows average 37°F. Ninety percent of the annual average of 40 inches of rainfall occurs between November and April. January is the peak rainfall month, with an average of 8.8 inches. Annual rainfall is highly variable, however, with fluctuations of 30-40% about

the mean. For instance, rainfall levels vary between the mountain areas in northern Scotts Valley (average of 44 inches per year) and the drier valley floor in the south (average of 32 inches per year).

GEOLOGY

Scotts Valley is located in the south central Santa Cruz Mountains in the heart of the Central Coast Ranges of California. Topographical characteristics of this region are strongly influenced by regional faulting. Several faults are responsible for much of the shape of the land surrounding the Planning Area. These are the San Andreas Fault located approximately five miles north of Scotts Valley, the Zayante Fault located about one and one-half miles to the north, and the Butano Fault located approximately four miles to the north. The City centers on the valleys of Carbonera Creek and Bean Creek. These creeks are tributaries of the San Lorenzo River, which in turn empties into the Pacific Ocean (Monterey Bay) at Santa Cruz. The Carbonera Creek valley, which roughly parallels Scotts Valley Drive, ranges in elevation from about 510 feet to 600 feet above sea level, while the surrounding ridges reach about 1,000 feet above sea level.

The Planning Area is underlain by granitic formations. Its topography or relief is largely derived from sedimentary deposits of varying composition lying on top of the granite cut by faulting, landsliding, and water movement (e.g., Carbonera Creek).

As Figure 3 illustrates, Scotts Valley contains six geologic formations which correspond generally to the stream network of the modern earth surface. The oldest rock in the Planning Area is granitic, dating to the Paleozoic and Mesozoic eras (600 million to 70 million years ago), located west of Carbonera Creek from the southern part of the City to the south and southwest of Graham Hill Road. About three-quarters of this formation is quartz diorite; materials are generally hard and resistant, but joints, fractures and weathering create cobbles, pebbles, and gravel which enter nearby streams and form the principal base for valuable anadromous fish spawning areas. Erosion potential is low and the strength of the native material, while difficult for grading, can support most development.

Most of the area's geologic formations date from the Tertiary era (70 million to one million years ago). Easily the most important of the sandstones in the County is the Santa Margarita Sandstone, a loosely-consolidated fine- to medium-grained rock. Santa Margarita Sandstone is located along most of the Bean Creek valley, surrounding the alluvial plain of Carbonera Creek, and more generally in the western and southern parts of the City. Easily erosible and subject to slope failure, Santa Margarita Sandstone has been quarried for construction materials, and much of it has been developed with roads and residential uses. The most outstanding characteristic of Santa Margarita Sandstone, however, is its water-bearing capability. This formation is up to 450 feet deep. It is mostly self-contained as a water source, recharging the

aquifer from rainfall which enters the upper exposed sandstone. The aquifer is of major importance to both the San Lorenzo Valley and Scotts Valley Water Districts, especially with the Scotts Valley Water District relying solely on groundwater for its supply. The Santa Margarita aquifer also contributes to a high, natural flow level in Bean Creek.

The Monterey Formation consists of highly fractured shales interbedded with volcanic ash. It underlies the Santa Margarita Sandstone throughout the Planning Area. Because it is relatively impermeable, it serves as a barrier to the downward movement of groundwater. The Monterey Formation is mapped as being exposed in a relatively limited area in the far northern part of the Planning Area. The primary land use consideration for the Monterey Formation is its capacity for groundwater retention. Because the formation is relatively impermeable, locating septic tanks in areas where this formation is exposed is probably not feasible. Santa Cruz Mudstone, found in several upland areas, is similar in appearance to the Monterey Formation. Santa Cruz Mudstone is an impermeable but highly erodible formation composed primarily of clays. Because of fine particle size, eroded mudstones stay suspended in surface waters for an extended length of time. Santa Cruz Mudstone slides or slumps because it is not naturally strong, and slips are common along fractures where water collects. It also forms natural springs and seeps. Instability is the primary constraint to development on this formation. The Purisma Formation is composed of marine siltstone and sandstone. In deep deposits, the Purisma Formation is useful for water retention and recharge purposes; however, it is fairly thin where it occurs in the Planning Area, often over Santa Margarita Sandstone in higher elevations. The Purisma Formation is also widespread in the eastern part of the Planning Area (Branciforte Creek Watershed). The poorly sorted character of soil particles in this formation facilitates erosion, which is the main constraint to its development.

Quaternary Alluvium is the youngest of Scotts Valley's geologic formations, but the first to be extensively developed (underlying the Scotts Valley Drive, Camp Evers, and Sky Park areas). Deposited by water, this formation generally is very gentle in slope. It varies a great deal in particle size and composition, but is not well consolidated and thus subject to liquefaction and ground shaking. Because of its gentle slope, erosion potential is low. Alluvium is generally water-bearing, drains well, and offers high groundwater recharge potential. However, it is not a significant source of groundwater.

MINERAL RESOURCES

Mineral resources of Scotts Valley are associated with several historic extraction activities. Sands and gravels derived from alluvial deposits and from quarrying the Santa Margarita Sandstone have been important for construction purposes, and some are exported for glass production. A small flurry of gold-mining activity also was reported in the Scotts Valley area in the 1850s.

Recently, the State of California signed into law the Surface Mining and Reclamation Act. The State legislature passed this bill in 1975 to identify and protect significant mineral deposits and to reclaim used sites. Among other things, the Act requires cities and counties to regulate specified mining operations, with approval of a reclamation plan as a condition for issuance of a mining permit. The Act also requires the State Geologist to classify minerals in the State and the State Mining and Geology Board to designate mineral resources of regional or statewide concern. The purpose of the classification system is to ensure that mineral deposits are available when needed. Jurisdictions containing areas classified as Mineral Resource Zones 2 or 3 (MRZ-2 or MRZ-3), Scientific Zone (SZ), or containing areas designated as mineral deposits of regional or statewide significance must amend or include in their general plans State resource information on identified mineral deposits. Each jurisdiction must also develop policies for managing these natural resources.

As seen in Figure 4, a number of areas within the Planning Area do contain mineral resources within the MRZ-2 and MRZ-3. Therefore, pursuant to the Act, the City must ensure that appropriate consideration is given to making mineral resources available for use. Inherent in this consideration is the recognition of potential land use and environmental conflicts that may arise in the extraction of these resources. The Kaiser Quarry is the only mining site located within the Planning Area. It is located outside the city limits within MRZ-2.

SOILS

The most recent comprehensive survey of the soils of the Scotts Valley Planning Area was conducted by the U.S. Soil Conservation Service between 1970 and 1976. Their report, Soil Survey of Santa Cruz County, California, was published in 1979.

As can be seen from Figure 5, the Planning Area's soils are classified into three general associations, each of which is composed of a number of specific soil types. Significant soil type variability within these associations can occur. The Watsonville-Elkhorn-Pinto Association is made up generally of loams and sandy loams formed in old alluvium or in marine deposits. These are important agricultural soils in Santa Cruz County, but their isolated occurrence in Scotts Valley has produced more emphasis on their development capabilities than on commercial agriculture. The three soil types of the association vary in drainage, subsoil permeability, and shrink-swell potential. The Watsonville soils, which make up approximately 45% of the soils in this association, are considered limited for use as home sites due to low strength and shrink-swell potential. However, the largest expansion of housing and commercial development has occurred on these soils. This indicates that any constraints to development can be satisfactorily planned for and mitigated.

The Ben Lomond-Felton-Lompico Association is composed of deep loams and sandy loams located on mountains. In the Santa Cruz Mountains, these soils are important for timber production and also provide recreation, wildlife habitat and watershed. Most of these soils have severe limitations for building and roads, but the gentler slopes of the Felton soils are moderately suitable for home sites.

The Zayante Association is formed of very deep, sloping, coarse sands. It is derived from sandstone or marine deposits. The soils are very permeable and support little vegetation of commercial value. They have been used for quarrying, community disposal, and building sites. Limitations on development potential occur because rapid drainage can result in groundwater contamination, and because retention of cut slopes is often needed. The erosion potential of this soil varies from low to high, increasing with an increase in slope percentage.

Information on a soil's physical properties and qualities is useful for making interpretations of the soil's behavior for various land uses. Figure 6 shows, on a generalized scale, the suitability of soils for four selected uses: prime soils for cultivation, soils for other agricultural uses, soils suitable for timberland, and soils for non-agricultural uses such as urban development. It should be noted here that soil suitability ratings presented in Figure 6 are based on the dominant soils in each association. Soil conditions may vary considerably within that general association. Therefore, a soil association may be suitable for a general use, but a specific site within the association may not be suitable. Conversely, an association with an unsuitable rating for a land use may contain small areas which are suitable for that specific land use. On-site inspection or a detailed soils survey can provide the necessary information to make site-specific recommendations regarding proper land use.

Figure 6 shows large areas suitable for agricultural uses. Historically, dairying was one of the major agricultural uses in the Scotts Valley area, but agricultural activities have virtually disappeared. Some livestock production, logging, and hay production activities still occur in the area, but these activities are generally viewed as an interim or transitional use of land. While limited areas of prime soils exist, property holdings are generally too small to support economically viable farming or grazing operations.

TOPOGRAPHY

Outside of the relatively flat valley of Carbonera Creek and its tributaries, the Scotts Valley Planning Area is characterized by the varying slopes of the Santa Cruz mountain ridges, foothills, and gulches. Slope steepness depends largely on the geology, elevation, and soils of an area. Slope stability of upland areas varies. Several landslides have been mapped in the Planning Area and many more slopes show evidence of past or potential landslide activity.

Development which is not sensitive to factors that facilitate slope instability could increase the probability of future landslides.

As indicated by Figure 7, most of the Scotts Valley uplands have steep slopes (over 40%) which are unsuitable for development for a number of reasons: existing access in many cases is poor, safe all-weather roads cannot be developed, soils on these slopes may be unstable and/or highly erosible, and many slopes are heavily wooded. In addition, steep slopes may be unsatisfactory for septic disposal systems and may require extensive cut and fill grading to establish buildable sites. Steep banks near the area's creeks are often evidence of the erosive force of floodwaters and therefore should be considered hazardous. Limited areas of moderately steep slope (25%-40%) exist within the Planning Area and could be developed under certain circumstances, but some of them are surrounded by very steep areas and are inaccessible. Gentle slopes (0% - 25%) are found on mountain ridges and in the Granite Creek, Glenwood, Carbonera Creek valley, lower Bean Creek Road, Whispering Pines, and La Cuesta Drive areas and in most of the Mt. Hermon Road area. Most of these areas have experienced some degree of development. Gentle slopes which remain rural in character are located west of the city limits in the Bean Creek area.

HYDROLOGICAL RESOURCES

Scotts Valley lies wholly in the watershed of the San Lorenzo River, the major drainage basin of northern Santa Cruz County (see Figure 8). The Planning Area contains parts of three watersheds of major creek tributaries to the San Lorenzo River, as well as a small area which drains toward the river itself.

Most of the 7.4-square-mile Carbonera Creek watershed is in the Scotts Valley Planning Area. Carbonera Creek is the major surface hydrological feature. It generally runs northeast to southwest through the length of the City. Camp Evers Tributary, about three-quarters of a mile long, roughly parallels Mt. Hermon Road, and the approximately one-mile long "west branch" of Carbonera Creek drains the Glenwood Drive area. Less than 10% of the Branciforte Creek watershed lies in the Planning Area. (Carbonera Creek joins Branciforte Creek downstream, but so close to the San Lorenzo River that the two drainage basins are considered separate.) Portions of the eastern Scotts Valley area drain into Boomer Creek, Granite Creek, and Branciforte Creek, with the upper reaches of both Boomer and Granite Creeks actually within the Planning Area. Approximately one-third of the Bean Creek watershed forms the northwest portion of the Planning Area. Bean Creek is the only major stream.

All three major creeks run year-round and lie within the area which contributes half of the base flow of the San Lorenzo River. No major diversions or surface water storage occur within the Planning Area. Lower Bean Creek has a high average flow of 3.0 cubic feet per second (cfs), Carbonera Creek flows at an average of 0.8 to 1.0 cfs, and Granite Creek flows at an average of 0.25

cfs. Both of these creeks are steelhead spawning streams. The Planning Area contains no significant surface water bodies such as streams or ponds.

Because the City of Scotts Valley and the unincorporated areas within the Planning Area derive water entirely from groundwater aquifers, subsurface hydrological features of the Planning Area are of particular importance. The Planning Area is underlain by several geologic formations which form the groundwater basin from which water is extracted. Each has a varying ability to recharge (absorb) and store water. These formations include Alluvium, Terrace Deposits, the Purisma Formation, Santa Cruz Mudstone, the Monterey Formation, Lompico Sandstone, a basement geologic unit which consists of quartz diorite rock and the Santa Margarita Sandstone.

The Alluvium, Terrace Deposits, Purisma, and Santa Cruz Formations are not considered to have high recharge potential. The Monterey and Lompico Formations have a better aquifer recharge potential than the above sources. The Santa Margarita Formation is the most important aquifer; its recharge potential is high.

The Santa Margarita Sandstone is the primary aquifer unit in the Scotts Valley area. It consists of fine to coarse grained sandstone which is poorly consolidated where it is exposed on the ground surface but becomes more consolidated with increasing depth. Recharge capability of this formation is high, and the more extensive deposits yield moderate to large quantities of water to wells. To date, a limited number of wells have been completed into the Santa Margarita Sandstone throughout the area; it does provide the greatest potential for development of additional groundwater supplies. As a result, most of the research and groundwater studies performed in the Scotts Valley area have focused on this formation.

The most critical hydrological related issue in the Planning Area is water availability and quality. Water availability and quality strongly influence land use planning decisions because this resource directly affects development potential. Water quality issues are discussed in Chapter 2 -- Environmental Constraints. Many studies have been conducted in the Scotts Valley area in an effort to better define how much water is available from local aquifers. The studies have focused on analyzing factors that affect water availability or "perennial yield" of the groundwater basin.

Perennial yield is defined as the maximum amount of water that can be withdrawn from a groundwater basin without creating adverse affects such as overdrafting, degradation of water quality, or interference with water rights. Perennial yield is influenced by a variety of factors, the most important of which is recharge to the groundwater basin. Others include the size and storage capacity of the groundwater basin, geologic characteristics of the basin, precipitation, stream flow, surface runoff, loss from sewage export, and management practices.

Groundwater recharge is affected by several variables, of which the most significant is urban development. Urban development increases the amount of

impervious material that covers potential recharge areas; recharge potential decreases as urban development increases. In Scotts Valley, development has and will continue to reduce the size of areas available for groundwater recharge. Computer modeling performed for the San Lorenzo Valley Watershed Management Plan (1979) suggested that recharge potential in the Scotts Valley area has been reduced by 33% due to increased coverage of recharge areas by impervious materials. This percentage can be expected to increase as development continues. Because recharge is the most critical factor in maintaining high perennial yield, land use planning measures must be taken to ensure that recharge potential is maximized.

Increased impervious areas also contribute to higher peak surface runoff volumes. The same computer modeling in the San Lorenzo Valley Watershed Management Plan indicated that peak runoff has increased within the City of Scotts Valley by 213% for a "normal" (half-year) storm, by 19% for a three-year storm, and by 11% for a 40-year storm. Within the Carbonera Creek watershed as a whole, development has increased runoff for the same storm periods by 162%, 16%, and 8%, respectively.

Two of the most recent studies of groundwater conditions in the Scotts Valley area are the Scotts Valley Water Resources Management Plan - Phase I (1984) and the North-Central Santa Cruz County Water Supply Master Plan (1984). These studies have attempted to synthesize previously collected data as well as generate new data; thus, their conclusions are based on the best information available.

The Scotts Valley Water Resources Management Plan, being prepared for the Scotts Valley Water District, is a two-phase study that has four broad objectives:

- evaluate available water resources;
- develop water resources economically to meet present and future water demands;
- provide for downstream water rights; and
- protect water quality.

The first phase of this plan was completed in 1984. It provides valuable information on the estimated perennial yield of the aquifers available to the Scotts Valley Water District. The variables affecting perennial yield were determined and perennial yield estimates made. The phase-one study concluded that the aquifers within the Bean Creek and Carbonera Creek watersheds (including the Santa Margarita aquifer) have a total annual recharge, or perennial yield, of 2,610 acre-feet per year (an acre-foot of water is equal to that volume which covers one acre to a depth of one foot). Table 2 summarizes those factors that affect perennial yield.

Because the Santa Margarita Formation is of particular importance, its annual recharge was also estimated. The total amount of direct recharge to the Santa Margarita was estimated to be 1,530 acre-feet per year. The Santa Cruz and Purisma Formations overlying the Santa Margarita may contribute approximately

TABLE 2

Available Water in the Scotts Valley Area: Bean and Carbonera Watersheds*

	Carbonera	Bean	Total
Precipitation	11,073	22,523	33,596
Available Water	5,629	11,190	16,819
Surface Runoff	4,845	9,365	14,210
Total Recharge to Groundwater	784	1,826	2,610
Groundwater Losses to Wastewater export	253	203	456
Net Recharge	531	1,623	2,154

*All values are in acre-feet per year.

Source: Scotts Valley Water Resources Management Plan - Phase I

707 additional acre-feet of annual recharge. The Lompico Formation may also contribute recharge to the Santa Margarita.

The entire 2,610 acre-feet of annual recharge does not represent the total amount of water available to new development in the Planning Area; existing water use must be accounted for. The North-Central Santa Cruz County study estimated that total pumpage from aquifers in the Scotts Valley area was 1,600 acre-feet in 1983. In 1983, the Scotts Valley Water District utilized approximately 800 acre-feet of this total, while the San Lorenzo Valley Water District pumped approximately 349 acre-feet. The relative contribution of this water supply from the various aquifers in the area is not presently known. The Water Resources Management Plan will define the various aquifer contributions as well as define their recharge areas and rates. In June 1985, the Scotts Valley Water District brought a new production well on line which is anticipated to produce approximately 484 acre-feet per year. In addition, a new test boring was completed in May 1985. Results of the test indicate that if a production well is developed it could provide a sustained yield of approximately 968 acre-feet per year. Production from these wells may be influenced by basin-wide management constraints, but it is clear that the District will increase its production.

Private wells in the Scotts Valley area also extract water from these aquifers. Total pumpage from private wells in 1985 was estimated by the North-Central Santa Cruz County Study to be 435 acre-feet. Approximately 12 additional private wells, two of which are owned by the San Lorenzo Valley Water District, exist in the area with pumping capacities ranging from 10-150 gallons per minute. Pumping records for some of them were unavailable and some were inactive in 1983, but it can be assumed that they also extract water from local aquifers. Should any or all of the inactive or periodically active private wells begin to extract water, the total amount of water pumped from the groundwater basin would increase. It is likely that most of the water extracted by these wells is returned to the aquifers by way of septic tank systems.

The same study estimated total pumpage in the Scotts Valley area at 1,600 acre-feet per year. Of this 1,600 acre-foot total, approximately 1,150 acre-feet is recharged back into the various aquifers but not necessarily in the same proportion as it was withdrawn from them. This recharge occurs through irrigation and septic tank use. However, some of the 1,150 acre-feet is lost through evapotranspiration and surface runoff. The precise amount lost is difficult to determine. Approximately 456 of the 1,600 acre-feet pumped per year is removed from the area through wastewater exports. This amount can be expected to increase as more areas of Scotts Valley are connected to sewage treatment facilities and recharge from septic systems decreases.

From these figures, it appears that approximately 1,000 acre-feet of water is unused (2,610 acre-feet per year recharge minus 1,600 acre-feet per year pumpage). In addition, about 1,150 acre-feet per year of the 1,600 annual pumpage is recycled within the basin. While it appears that approximately 2,150 acre-feet per year is available for use, two important related considerations limit water availability. First, some proportion of the 2,150 acre-feet contributes to the base flows of Bean Creek and Carbonera Creek. That amount, which cannot be precisely determined at this time, is necessary to maintain the health and viability of these streams. Thus, it is not available for use. Second, downstream rights to water in these creeks exist. In order to uphold these rights, the volume of water in the streams should not be reduced below the total volume claimed by downstream users. This also implies that additional pumpage from the groundwater basins is limited by the need to maintain base flow volumes. It should be noted that for Bean Creek, the volume of water claimed in downstream rights exceeds its annual flow.

Because a limited amount of data exists on groundwater aquifers in the area, conclusions drawn by these studies mentioned could change as new information becomes available. Phase two of the Scotts Valley Water Management Plan involves establishing a larger, more thorough data base on which more precise estimations of recharge, aquifer volume, groundwater levels, base flow, and use can be made. Additional studies and/or exploration may find that more or less recharge occurs, aquifer size and storage capacity differs, current use exceeds that estimated or that a variety of other factors influence groundwater availability.

The long-term development of the Planning Area is directly tied to water availability. As such, this resource must be properly managed. While basin-wide management may not have been adequate in the past, the Scotts Valley Water District has embarked on a comprehensive management program to assess and develop water resources in the area. Long-term, comprehensive management is especially important in that water quantity, quality, and availability, as well as legal (water rights), and environmental concerns are directly affected by it. Management is the key factor in maximizing water availability while avoiding adverse impacts to groundwater resources.

HABITATS AND ENVIRONMENTALLY SENSITIVE AREAS

Located in the heart of the Santa Cruz Mountains, Scotts Valley has many vegetation and wildlife resources common to the surrounding areas, as well as examples of rare and especially valuable habitats that occur only in these mountains or the San Lorenzo Watershed. While a detailed survey of the habitat resources of Scotts Valley is not possible for a general plan document, much is known about habitat types and rare and endangered species which exist in Scotts Valley. An effective method of seeking out further information can be the environmental review process mandated by State and federal law (California Environmental Quality Act and National Environmental Quality Act); more sensitive land use and development decisions can be made as more is known about particular sites and their environments. The general surveys relied upon for this report include mapping of vegetation done by the Santa Cruz County Office of Watershed Management in 1974, the Vegetation and Wildlife Technical Appendix of the San Lorenzo Valley Watershed Management Plan (1976-1979), and by the California Native Plant Society (1979). More detailed information has been made available in recent environmental impact reports prepared for projects within and adjacent to the City of Scotts Valley.

The general biotic setting of Scotts Valley, illustrated in Figure 9, is typical of the Santa Cruz Mountains. Slopes are covered by a dense forest of conifers in wetter locations, and Madrone and Tan Oak or chaparral in drier locations. While the mountains contain a few important natural grasslands, none are located in Scotts Valley. The mountains are cut by numerous streams which have created alluvial plains (most of which have become the location of human settlements) and support riparian vegetation. Scotts Valley is typical of a mountain/alluvial environment; the alluvial valleys of Carbonera Creek and Camp Evers Creek form the historic and modern core of the urban area and the mountains that border the urban center.

Apart from certain riparian corridors, limited vegetation and wildlife resources have continued to exist in a natural state. Some of Scotts Valley's mineral and timber resources have been removed, and the area has been urbanized. Two areas, one to the east and one to the west of the city limits, meet the requirements of State law for timber preserve zoning, and have been so designated by the County of Santa Cruz.

There are two habitat "communities" (natural associations of plants and animals in identifiable ecological settings) which are particularly important in Scotts Valley:

Riparian Woodland is located along several area creeks, but regionally significant examples are along Carbonera Creek between Santa's Village and north of Bob Jones Lane, and along Bean Creek between MacKenzie Creek and Mt. Hermon Road. This habitat type, unique in the area because it relies on the year-round presence of fresh water, is dominated by broadleaf deciduous trees such as box elder, sycamore, black cottonwood, big leaf maple, alder, and willow. The understory is lush, including poison oak, blackberry and an abundance of herbacious growth and decaying vegetation. Wildlife use this habitat type extensively as a corridor for travel (because of its linear character), for cover and breeding (because of its lushness), and for feeding (because of such abundant food sources as leaf-feeding insects on willow trees, berries, and fresh water). The California Department of Fish and Game considers riparian habitats to be the most important habitat type in the State. Riparian habitats are rare (representing only 1% of the San Lorenzo River watershed) and highly threatened because they are expected to suffer the greatest decline of any habitat type in the State. Riparian habitat provides living conditions for a greater variety of wildlife than any other habitat type. Wildlife found in the riparian woodland community, but uncommon elsewhere in the area, include the pacific pond turtle, the western aquatic garter snake, the legless lizard, the wood duck, the green heron, and the red-shouldered hawk. The yellow-breasted chat and blue grosbeak, formerly found here, have become locally extinct with clearing and disruption of riparian vegetation.

The Ponderosa Pine Community is a rare assemblage of vegetation limited to sandy, infertile Zayante soils formed over Santa Margarita Sandstone. In the Scotts Valley Planning Area, this habitat is limited to the southwestern part of the Planning Area on the slopes of Mt. Hermon, but it is part of a much larger Ponderosa Pine habitat that extends outside the Planning Area. The soil and subsoil drain very rapidly and do not retain enough water to support climax species such as redwood and Douglas fir that are common to the area. The habitat is typified by Ponderosa Pine, and also supports the rare and endangered silver-leaf manzanita and Ben Lomond wallflower. Unusual wildlife species occupying this habitat include the western whiptail lizard, a species of scorpion, and the locally rare Santa Cruz kangaroo rat. The roadrunner, an unusual bird species in this habitat, has become locally extinct. About half of the Ponderosa Pine Community (1,200 acres by 1979) in Santa Cruz County has been destroyed by development and quarrying activity.

The Planning Area also contains localized stands of redwood trees. The precise locations of the redwoods have not been mapped. However, Santa Cruz County land use and land cover maps do show stands of conifer forests within which the dominant vegetation is 51% or more needleleaf trees. The conifer forest includes redwood trees. Conifer forest areas are found throughout the Planning Area, but the largest areas are located along Bean Creek Road, in the Lodato Park area, along Carbonera Creek south of the Highway 17/Mt. Hermon Road interchange, and west of Glenwood Drive.

The conifer forest areas that lie in the unincorporated areas near Lodato Park and west of Glenwood Drive are designated as timber preserve zones by the County of Santa Cruz. Timber preserve zoning (TPZ) was created by the Forest Taxation Reform Act of 1976. The intent of this zoning designation is to protect harvestable timberland from conversion to other uses. To put TPZ zoning into effect, a jurisdiction must develop a Timberland Preserve Zone ordinance. The County has adopted such an ordinance which defines a number of procedures and regulations pursuant to the Act. The City does not contain timberland areas as defined in the Act. If either or both of the TPZ areas within the County are ever annexed, the City would be required to develop an ordinance which regulates TPZ land use and defines procedures for converting TPZ areas to other zoning designations.

Many plant and animal species are specially categorized if they are identified as rare, endangered, and/or threatened by the United States Fish and Wildlife Service, the California State Department of Fish and Game, the Smithsonian Institute, and/or the California Native Plant Society. Two examples of rare and endangered plant species are known to exist in Scotts Valley. They are the Silverleaf Manzanita (Arctostaphlos silvicola) and the Ben Lomond Wallflower (Erysimum teretifoilum). Several other rare and endangered species are known to exist in the San Lorenzo Valley Watershed, but have not been discovered in Scotts Valley to date. Possible occurrences of such species, as well as possible discoveries of new species, should be an important subject for future detailed biotic surveys.

It is probable that between 20 and 50 locally rare plant species exist in the Scotts Valley Planning Area and are concentrated in specialized habitats such as Santa Margarita sand deposits, marshy habitats, and grassland areas. Examples of these habitats in the Planning Area are the southwestern edge of the old Skypark Airport, the remnants of the Camp Evers Bog, the open grasslands to the north along Glenwood Drive and all of the sandy areas surrounding the City. Types of locally rare species and their exact location can only be determined through field surveys.

It has not been documented that the Planning Area supports breeding habitat for any rare or endangered animal species. However, there have been confirmed sightings of the Smiths' Blue Butterfly, an endangered species, in the Planning Area. Because this species is non-migratory, it may breed in the Planning Area. It is probable that the Santa Cruz Kangaroo Rat, a locally rare species, also occurs in the Planning Area. Its most favored habitat consists of sandy soil areas such as those existing at Skypark Airport and the Kaiser Quarry.

ARCHAEOLOGICAL AND HISTORICAL RESOURCES

The Scotts Valley Planning Area is rich in archaeological and historical resources. The new City Hall site located just north of Erba Lane and Scotts Valley Drive exemplifies this rich heritage; it contains both the historic

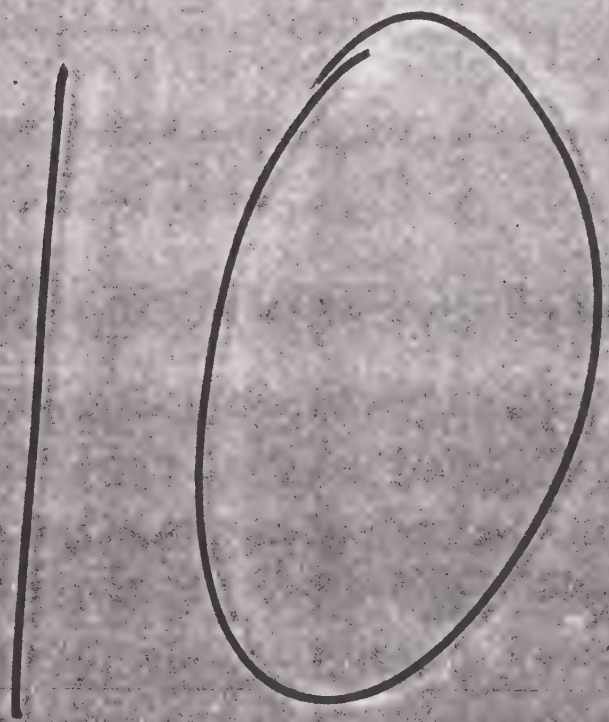
Scott House and a 10,000-year-old archaeological deposit. Nevertheless, many of Scotts Valley's historic and prehistoric resources have been inadvertently lost over the years through negligence. Archaeological sites dating from pre-recorded history are known to exist based on survey records of the Regional Site Survey at Sonoma State University, reports in EIRs, and from a ground reconnaissance of 95% of the City done in 1977 for the Wastewater Facilities Plan. Known historic and cultural sites are based on the 1977 Wastewater Facilities report, a 1981 Redevelopment Area Survey, and from reports of area residents and the Scotts Valley Historical Society.

Archaeological sites, most of which contain native American artifacts, appear to coincide with areas suitable for aboriginal occupation. Proximity to fresh water and gentle slopes appear to be critical factors in occupation areas as are food sources and gentle climate. Individual sites are protected from destruction and vandalism by making their precise locations known only to professionals and property owners. The map prepared for this report thus uses the concept of "sensitivity," which has become a common way of recognizing prehistoric resources in general plan documents. The sensitivity map (Figure 10) for the city limits of Scotts Valley was prepared by experienced local archaeologists in 1983; their criteria (reported in "A Cultural Resources Predictability Study," Edwards and Simpson-Smith, 1983) were extended by the consultant to the rest of the Planning Area in 1984.

One important feature of archaeological resources in Scotts Valley is the presence of areas which appear to contain evidence of long-term occupancy. While some archaeological resources which may have been located adjacent to Carbonera Creek have been lost to erosive action of the creek, one unpublished theory considers much of Scotts Valley to have been a part of a prehistoric lake bed. Based on wetter climatological conditions known to have existed in North America, this theory would predict sites located along a lake shore which diminished over a 7,000 to 8,000-year period. Because so much speculation is involved as to the locations and fluctuations of such a lake, only published sources and standard predicting methods have been used in this report.

As illustrated in Figure 10, there are two zones of primary concern, the high and moderate sensitivity zones. The low sensitivity zones are generally found in the upland portions of the Planning Area while the high and moderate zones are found in the more level areas. Because the Planning Area is rich in archaeological resources, most of it is defined as being of high to moderate archaeological sensitivity.

Cultural resources of several kinds exist in the Planning Area. A few buildings exist where they were originally constructed in the 1870-1930 period and have not been so modified as to lose historic integrity. These, and sites of nineteenth century buildings no longer in existence, may also be fertile resources for "historic archaeology" which seeks, through archaeologic methods, to gain knowledge about historic (i.e., recorded) periods.



A number of sites in the City are considered to contain potentially significant resources. The significance of these sites can only be determined by further study. There are two established significant historical resource sites within the City: the Scott House and Scotts Valley Tree Circus. These sites are described below:

Scott House - 1853. Built in 1853 by Hiram D. Scott, the Valley's namesake, this Greek revival farmhouse was originally located along Scotts Valley Drive east of its present location at the Scotts Valley Civic Center. The house is a four-room, 1-1/2 story, mortice and tenon structure with a one-story attached ell. In 1936, the house was moved to its present location to make way for the widening of Scotts Valley Drive. In the 1850s, it was the stagestop for the Valley. Owned by the City of Scotts Valley, the house is currently on the National Register of Historic Places and is undergoing restoration. The Scott House is an important historic site in the City of Scotts Valley, being an example of early 1850's architecture, its association with the Scott family, and the recent discovery of a 10,000-year-old prehistoric site at its current location.

Scotts Valley Tree Circus -- 1946. The Scotts Valley Tree Circus is a collection of what can best be described as tree sculptures, folk art, or botanical architecture. In 1946, Exel Erlandson began grafting together branches of as many as 15 trees to form living ladders, chairs, towers, spiral staircases, and birdcages for a total of 66 different specimens. The trees have received nationwide acclaim on television and in magazines. The Tree Circus is a one-of-a-kind resource and its preservation should be a community priority, whether accomplished through the private or public sector.

VISUAL RESOURCES

Much of the scenic beauty of Scotts Valley is derived from its geographic setting. The generally flat valleys of Carbonera Creek, its west branch tributaries, and Camp Evers tributary form a pocket in the Santa Cruz Mountains within which most of the local urbanization has occurred. Hillsides immediately adjacent to these valleys have offered spectacular views for residential development (such as Tabor Drive, Montevalle, Granite Creek, Navarra Drive and Whispering Pines), while forested ridgetops which remain largely undeveloped and have not been logged are an attractive focal point for many scenic views. Highway 17, which climbs from Santa Cruz on the south into the valley, offers outstanding vistas of the area. Scenic winding roads through steep redwood-forested canyons border the Planning Area (Granite Creek Road, Glen Canyon Road, Vine Hill Road, Bean Creek Road).

Figure 11 identifies prominent forested ridges, scenic road corridors along a portion of Highway 17 and several redwood canyon riparian areas, and vistas (largely from higher vantage points toward the ridges, or toward the broad sweep of the valley below). Prominent ridges parallel Highway 17 on the east and Scotts Valley Drive on the west, surround the city limits north and west



of Glenwood Drive, and follow the Bean Creek/Zayante divide in the southwest part of the City. While the mapped road corridors largely remain scenic because of dense vegetation or absence of development, the areas visible from Highway 17, Scotts Valley Drive, and Mount Hermon Road should all be considered important. These latter areas, while not uniformly attractive at this time, are visually accessible to nearly everyone in the Planning Area and therefore make up much of Scotts Valley's visual image. Vistas are the major places where stationary or momentary views are available because of the topography and existence of public spaces such as roads. Some of the views from these areas may be fleeting. Vista point locations should remain undeveloped so they can be used and improved as a scenic resource.

The first visual resource of importance in the City is the natural landform. Scotts Valley has examples of visually unattractive landform alterations, such as sand quarries. Such alterations tend to draw the eye away from an attractive natural setting. Activities such as grading, building siting, road construction, and logging could all have direct impacts on the appearance of the land. Similarly, development could have indirect impacts on scenic qualities if it causes weak soils to become waterlogged and slide, or if it increases the erosive effects of rainfall or runoff.

Another factor which affects visual resources is the type and distribution of land use. The visual character of residential developments, major roads, and public amenities (such as parks) that are located in visually accessible areas can be a significant visual benefit or detriment to the community. For example, the retention of a forested corridor along portions of Highway 17, which carries nearly 40,000 vehicles per day, is a valuable scenic resource to Scotts Valley. Attractive architecture along Scotts Valley Drive would be of great visual benefit.

The third factor affecting visual resources and one which is growing in importance is architecture. The community has relatively little historic architecture of scenic value; modern construction is large in scale and concentrated in the central portions of the City. Both the external features of these buildings (height, roof style, color, parking, landscaped areas, building materials, etc.) and human scale features (placement of windows, pedestrian walkways, benches) are important visual aspects of development that can add to or detract from its scenic value. Architectural compatibility of adjacent developments can also affect visual quality. Areas such as the central portion of the City, built independently over a long period of time, can often be enhanced through street improvements, landscaping, and sign control. Historic or other architectural features can also be visually enhanced by preservation techniques, open space buffering, or distinctive size or color.

ISSUES FOR NATURAL RESOURCES

1. Significant mineral deposits should be protected and mining sites should be reclaimed. How can the City protect mineral deposits, buffer mining sites from other uses, and reclaim used sites?

2. Soil erosion is a notable concern in many areas of Scotts Valley. Any additional development may contribute to serious problems such as scarred, barren hillsides, creek siltation, and property damage from excessive runoff. How can erosion control measures be integrated with new development to address these problems?

3. The slope and geology of the land are important factors for determining land use suitability. What planning tools and policies can be developed to permit the City to address concerns of geology and slope limitations?

4. The rate of storm water runoff is a function of numerous variables, many of which can be influenced by planning and land use policies. What measures can be incorporated in the planning process to provide for better storm water management?

5. Scotts Valley is dependent on groundwater supplies for its municipal and industrial needs. The lack of diversity in supply sources, and dependence on a limited number of wells, have combined in localized and short-term lowering of the water table during and immediately following periods of drought. What planning policies can be adopted which will assist local water purveyors in augmenting and diversifying existing water supplies?

6. Recognizing the limitations of local water supplies, what measures can be instituted by the City to limit new high demand uses and to encourage conservation practices by existing users?

7. The area's dependence on groundwater underscores the importance of protection and preservation of natural recharge areas. What policies and procedures can be adopted, to assist local water agencies in assuring that aquifer recharge is not diminished, and to encourage enhancement of recharge through artificial means?

8. Encroachment of development is posing a threat to natural vegetation and wildlife habitats, particularly the riparian areas of Carbonera Creek and tributaries. What actions should be taken to protect native plants and indigenous wildlife species?

9. While there are several environmentally sensitive areas which have been identified, as well as rare and endangered plants, few environmentally sensitive areas and rare and endangered plants have achieved protective status in the City of Scotts Valley, (e.g., riparian corridor, steep

slope areas and other botanical resources). What can be done to protect these resources?

10. Scotts Valley contains significant archaeological and historical resources, some of which have already been identified. Some structures and/or sites may have been destroyed or permanently altered. How can Scotts Valley encourage/require proper handling of these resources?

11. Scotts Valley's premier assets include open space areas, rugged but scenic mountains which surround and enclose the valley floor, and Carbonera Creek and its tributaries which flow the length of the community. How can these assets be conserved or protected to enhance the scenic qualities of Scotts Valley?

12. Portions of the City's transportation corridors (Highway 17, Scotts Valley Drive, Mt. Hermon Road, Bean Creek Road and Glenwood Drive among others) offer scenic vistas. What methods should be pursued to maintain and enhance these resources?

MINERAL RESOURCES

1 GOAL

MAXIMIZE MINERAL RESOURCE EXTRACTION WITHOUT JEOPARDIZING SURROUNDING LAND USE.

1.1 Objective

To conserve mineral resources.

1.1.1 Policy

The City shall establish land use categories which will allow for timely mineral extraction to meet projected demand in areas classified by the State Board of Mining and Geology as MRZ-2.

1.1.1.1 Programs

Zone and prezone land use areas which contain identified significant mineral resources for rural or mountain residential, open space or mineral extraction.

1.1.1.2 During the mining permit process, the City shall develop findings which identify effects of projects on future extraction of mineral resources. If a project which limits the potential mineral production of a site is approved, the findings must reflect why this action was taken.

1.2 Objective

Future mining operations should be controlled so that adverse environmental effects are prevented and that mined lands are reclaimed to a usable condition suitable to surrounding uses.

1.2.1 Policy

The City shall implement a surface mining and reclamation ordinance as part of the implementation program of the General Plan and adopt a mining permit process prior to annexing land classified MRZ-2.

1.2.1.1 Programs

The surface mining and reclamation ordinance shall require miners to establish forested buffer zones at least 100 feet in width between mining operations and adjacent urban land uses.

1.2.1.2 The surface mining and reclamation ordinance shall require miners to completely mitigate environmental impacts at the outer boundaries of the buffer zone.

1.2.1.3 During the mining permit process, the City shall develop findings which identify the effects of mining operations requiring reclamation. The cost of reclaiming mined land to a usable urban condition must be specified in the findings.

1.2.1.4 Prior to the issuance of a mining permit, miners must post interest bearing bonds sufficient to cover the cost of reclamation stated in the findings developed by the City in the permit process.

1.2.2 Policy
The City shall monitor County mining permit applications. The City shall provide recommendations to the County on applications in nearby County areas.

SOILS AND TOPOGRAPHY

2 GOAL
PROMOTE DEVELOPMENT SUITABLE FOR THE SOILS AND TOPOGRAPHY OF THE VALLEY.

2.1 Objective
Soil suitability shall be a major consideration in the planning of new developments.

2.1.1 Policy
Sewer hookups shall be a condition of new development in the septic ban area and septic systems outside the ban area must comply with all conditions stated in the septic ordinance.

2.1.1.1 Program
The ability of the City to supply sanitary sewer to new development shall be evaluated on an annual basis by the City Council. Inability to supply sanitary sewer hookups in septic ban area shall be a basis for restricting building permits.

2.1.2 Policy
The City's grading ordinance shall consider soil types and slopes.

2.1.2.1 Programs
The grading ordinance shall specify that cuts over 12 inches in the Zayante Formation shall be engineered.

2.1.2.2 The grading ordinance shall specify that on slopes greater than 25% a soils survey and site-specific recommendations

shall be made by a registered professional(s) subject to review and approval by the City of Scotts Valley prior to issuance of a grading permit.

2.1.3 Policy
Land slope shall be considered in evaluating land use activities.

2.1.3.1 Programs
No building permit for new construction shall be issued for building envelopes whose average slope, as determined by the slope formula, exceeds 25%, unless an engineering study finds that no danger exists in development. Exception shall be made for reconstruction due to disasters.

2.1.3.2 The zoning ordinance shall be revised to recognize this policy. This shall include revision to the slope density formula.

HYDROLOGIC RESOURCES

3 GOAL
TO PROTECT NATURAL DRAINAGE AND RECHARGE AREAS AND ALLOW DEVELOPMENT CONSISTENT WITH AVAILABLE WATER SUPPLY, PRODUCTION, AND DISTRIBUTION FOR THE SCOTTS VALLEY PLANNING AREA.

3.1 Objective
Protect watersheds and recharge areas.

3.1.1 Policy
The City shall maintain a storm drainage system which provides optimal flood protection and maximum groundwater recharge.

3.1.1.1 Programs
As part of the permit process, the City shall require the dedication of easements for natural drainage channels.

3.1.1.2 A permanent fund account shall be established by the City Council to maintain the storm drainage system.

3.1.1.3 The City shall initiate a program to maintain and protect all natural drainage channels.

3.1.1.4 The City shall let a contract to update its storm drainage master plan by June 1986 and every ten (10) years thereafter.

3.1.1.5 The City shall require the updated storm drainage master plan to map significant recharge areas and natural drainage channels.

3.1.1.6 A percentage of storm drainage fees will be put into a fund to acquire recharge areas and construct improvements thereto when the need arises. These lands shall be maintained as open space and/or neighborhood parks.

3.1.1.7 As part of the environmental review process, the City shall require developers to study and mitigate any loss of recharge. Mitigations may take the form of on-site recharge, construction of recharge improvements, contributions to the program cited in 3.1.1.6, or a combination of any or all of these.

3.1.2 Policy
New developments shall minimize the use of impervious ground cover.

3.1.2.1 Program
In cooperation with local and regional agencies, maintain up-to-date data and maps on significant recharge areas.

3.2 Objective
Encourage sound water supply management practices.

3.2.1 Policy
The City shall cooperate with water districts to complete testing for new wells in the Planning Area.

3.2.2 Policy
The City shall cooperate with the water districts within the Planning Area to continue groundwater analysis and develop a program to increase the City's water supply.

3.2.3 Policy
The City shall cooperate with the water districts within the Planning Area to develop and implement water conservation programs.

3.2.3.1 Program
Require the Community Development Director to provide the City Council with an annual status report on water supply and conservation programs in conjunction with local water purveyors.

HABITATS AND ENVIRONMENTALLY SENSITIVE AREAS

4 GOAL

TO CONSERVE THE PLANNING AREA'S NATIVE VEGETATION, WOODED AREAS AND FORESTS FOR THE PROTECTION OF AQUATIC AND WILDLIFE HABITATS.

4.1 Objective

Minimize the disturbance or removal of native vegetation.

4.1.1 Policy

New development proposed in, or adjacent to, areas containing native plant communities shall be carefully planned and provide for the conservation and maintenance of those plants.

4.1.1.1 Programs

The City shall retain the services of a qualified biologist to identify and map areas containing native plant communities and valuable habitat areas.

4.1.1.2 Utilize the environmental review process to identify and mitigate impacts of development on native plant communities and valuable habitat areas.

4.1.1.3 Through the permit process, the City shall require that proposed development located in or adjacent to native plant communities or valuable habitat areas be planned to maximize the on-site open space area. Development of vacant land located within valuable habitats shall be limited to low densities and/or passive recreational uses.

4.1.2 Policy

Riparian corridors shall be retained and protected.

4.1.2.1 Programs

Adopt riparian corridor protection according to the laws of the State of California.

4.1.2.2 Develop a riparian corridor storm protection ordinance that defines the responsibilities of the City and the individual property owners.

4.2 Objective

Encourage the conservation of valuable native vegetation communities, wooded areas, and forests within the Planning Area as essential economic, natural, and aesthetic resources.

4.2.1 Policy

Land within the Planning Area designated as a Timber Preserve Zone (TPZ) shall be managed as an economic resource consistent with the intent of the Forest Taxation Reform Act.

4.2.1.1 Program
The City shall require timber management plans for timber harvest proposals in order to provide for selective, sustained yield harvesting and reforestation.

4.2.2 Policy
Promote the conservation of larger areas where continuous expanses of valuable native vegetation communities, wooded areas, and forests provide suitable habitat for wildlife as a valuable aesthetic resource.

4.2.3 Policy
Vacant lands suitable for development that are located in or adjacent to valuable native vegetation communities, wooded areas, and forests shall be planned to avoid or substantially reduce adverse environmental impacts.

4.2.3.1 Programs
The City shall identify those sites that are greater than one acre in area and contain or are located adjacent to significant habitats and refer them to the Land Trust for possible acquisition.

4.2.3.2 As a part of environmental review, the City shall require new development proposed within or adjacent to valuable native vegetation communities, wooded areas, or forests as defined by the biological survey per program 4.1.1.1 to prepare a site-specific biotic survey. The development shall be required to avoid or substantially reduce any adverse environmental impacts to valuable habitats.

5 GOAL
TO PROMOTE THE PRESERVATION OF RARE AND ENDANGERED PLANT AND ANIMAL SPECIES.

5.1 Objective
Establish protective measures for habitat areas of particular environmental sensitivity and for rare and endangered animal species.

5.1.1 Policy
Environmentally sensitive habitat areas and rare and endangered animal species shall be preserved.

5.1.1.1 Programs
Develop a comprehensive list of rare and endangered plants and animals and map their locations.

5.1.1.2 As a part of the environmental review process, the City shall require new development proposed within areas of known rare and endangered plant or wildlife habitat to prepare a site-specific survey which identifies the location and type of species present. The development shall be required to mitigate any potential impacts to such species.

5.1.1.3 Through the permit process, ensure land uses in or adjacent to environmentally sensitive habitats shall not be incompatible with, encroach upon, or significantly impair an environmentally sensitive habitat area's habitat value.

5.1.1.4 Deny any project which cannot avoid or substantially reduce adverse impacts on rare and endangered plant and animal species.

ARCHAEOLOGICAL RESOURCES

6 GOAL

TO PROTECT THE PLANNING AREA'S SIGNIFICANT ARCHAEOLOGICAL RESOURCES FOR THEIR SCIENTIFIC, EDUCATIONAL AND CULTURAL VALUES, AND FOR LOCAL HERITAGE.

6.1 Objective

Identify and obtain information on the existence and significance of archaeological sites.

6.1.1 Policy

Working cooperatively with appropriate organizations and professionals, the City shall compile relevant information on the location and significance of its archaeological resources.

6.1.1.1 Program

The City has prepared an archaeological sensitivity zones map (Figure 10) as a part of this plan; this map shall be updated regularly based on data received from archaeological field reports.

6.2 Objective

Establish measures to protect potentially significant archaeological resources.

6.2.1 Policy

The archaeological sensitivity zones map shall be used, along with other appropriate data, to evaluate whether archaeological resources are threatened by proposed development projects.

6.2.1.1 Programs

The City shall prepare and adopt an ordinance to protect significant archaeological resources. This ordinance shall address archaeological resources found during development and construction processes, as well as any accidental discoveries.

6.2.1.2 All proposed development within high and moderate sensitivity zones shall be required to produce an archaeological field reconnaissance and report prior to project consideration by the decision-making body. Projects proposed in low sensitivity zones shall not be required to have an archaeological field reconnaissance and report, unless specific additional information has been obtained to suggest that archaeological resources may be present.

6.2.1.3 Through the permit process, new development which could adversely effect archaeological resources shall be required to provide mitigation measures that avoid or substantially reduce the significant environmental effect prior to project approval.

6.2.2 Policy

A Cultural Resources Preservation Commission shall be established by the City, whose function shall be to recommend measures to protect and enhance the City's cultural heritage.

HISTORICAL RESOURCES

7 GOAL

TO CONSERVE THE PLANNING AREA'S SIGNIFICANT HISTORICAL RESOURCES.

7.1 Objective

Promote the conservation of historical resources.

7.1.1 Policy

The City shall maintain an up-to-date inventory of and encourage the maintenance of historical sites, structures and objects which may merit protection for their historic resource value.

7.1.1.1 Programs

The City shall adopt an ordinance to conserve its historical resources as identified in the City's inventory.

7.1.1.2 The City shall develop a program for the preservation of historical resources and work cooperatively with the Scotts Valley Historical Society in its implementation.

7.1.1.3 All proposed development on the site of an existing or former historic structure shall require an archaeological field reconnaissance and report prior to project consideration by the decision-making body.

7.1.2 Policy
The City shall encourage and assist property owners to submit applications to qualify appropriate properties and buildings for the National Register of Historical Places and/or the State Landmark Program.

7.1.2.1 Program
Make the appropriate information available to the public and specifically to the owners of property identified on the City's inventory of historic resources.

7.1.3 Policy
The City shall encourage public and private efforts to restore historic structures and to continue their use as an integral part of the community.

7.1.3.1 Programs
The City shall protect and enhance historic structures through the environmental, permit, and design review processes.

7.1.3.2 The City shall apply for historic preservation and restoration grants for both public and private properties.

7.1.4 Policy
The City shall not permit the destruction of the historical resources identified in this General Plan without a prior public hearing and consideration given to preservation alternatives.

VISUAL RESOURCES

8 GOAL
TO CONSERVE AND ENHANCE SCOTTS VALLEY'S VALUABLE NATURAL FEATURES/ RESOURCES AND THEIR VISUAL BEAUTY.

8.1 Objective
Designate open space where its use will conserve and maintain the scenic, tranquil, and spacious qualities of Scotts Valley.

8.1.1 Policy

An open space land use designation and scenic easements shall be used to conserve and maintain those natural features, which, because of their exceptional nature, contribute to Scotts Valley's outstanding beauty.

8.1.1.1 Programs

Following adoption of the General Plan, the City shall revise the zoning ordinance to establish an open space zoning district and standards for scenic easement dedication.

8.1.1.2 As a part of new development proposals, areas over 40% slope shall be encouraged by the City to be dedicated as scenic easements.

8.2 Objective

Increase publicly accessible locations within the scenic, riparian and other corridors for viewing, and acquire significant scenic resource areas, open space, and conservation easements.

8.2.1 Policy

The City shall promote an increase in publicly accessible locations within scenic, riparian, and other corridors.

8.2.1.1 Program

As a part of open space planning, the City should develop a program to identify and establish vista points and overlooks in accessible scenic, riparian, and other corridors. The City should develop finding sources to implement these visual resource enhancement mechanisms.

8.2.2 Policy

The City should identify accessible scenic, riparian and other corridors and establish a budget and funding sources for the acquisition of these corridors.

8.2.2.1 Program

Establish a program which includes acquisition of accessible open space and scenic resource areas either by purchase, conservation easements, dedication, or by other means, to ensure that the aesthetic qualities of the City are preserved and enhanced.

8.3 Objective

Support land use planning techniques which will conserve and enhance the natural features and resources of Scotts Valley.

8.3.1 Policy

The City shall discourage scattered development or urban sprawl which may be detrimental to the City's visual beauty.

8.3.2 Policy

Encourage infilling on vacant land within existing developed areas; infilling development shall be compatible with surrounding existing development. Where infilling is not feasible, new development should occur adjacent to existing urban areas where services are available or can be easily extended.

8.3.2.1 Program

As part of the permit process, the City shall ensure that proposed projects are developed on infill parcels whenever possible and that developers of projects not proposed for infill parcels have examined the feasibility of utilizing infill sites.

8.3.3 Policy

The City shall encourage clustering of development projects in order to minimize disturbance of natural features and resources.

8.3.3.1 Program

Amend the zoning ordinance to require clustering of development projects where natural features and resources are worthy of protection.

8.3.4 Policy

The City shall protect the visual resources of Scotts Valley by requiring that new development be integrated into the natural setting.

8.3.4.1 Programs

During the design review processes, site inspections of the property shall be conducted by City Staff and/or the Review Board to determine methods of enhancing the scenic value. This requirement shall be added to the Design Review Board's handbook.

8.3.4.2 During the design review process, attention shall be given to compatibility of site planning and design with the overall scenic quality of Scotts Valley, especially through siting of development and street improvements, and landscaping and sign control restrictions. This shall be noted in the Design Review Board's handbook.

8.3.4.3 Visual resource areas designated on the Scenic Viewsheds and Corridors Map (Figure 11) in which development is permitted shall be reviewed critically for landscaping,

building design and siting to enhance the scenic value of the area. The viewshed and scenic corridors map shall be made a part of the Design Review Board's handbook.

8.3.4.4 Native plants should be used as a part of new development to integrate the man-made environment into the natural backdrop and to screen or soften the visual impact. Amend the Design Review Board's handbook to incorporate this planning technique.

CHAPTER II

ENVIRONMENTAL CONSTRAINTS

ENVIRONMENTAL CONSTRAINTS

The environmental constraints analysis identifies conditions and hazards that threaten people and property. The analysis identifies hazard prone or sensitive areas that may or may not be occupied. The term "constraints" implies that, because of possible negative effects of development in specific hazardous areas, land uses must be critically analyzed and, where necessary, restricted. Environmental constraints include seismic, geologic, fire, flood, noise, water quality and air resources constraints.

SEISMIC AND OTHER GEOLOGIC HAZARDS

The City of Scotts Valley lies in Coastal California, a region of high earthquake activity. Earthquake activity could pose a very real threat to life and property in portions of the Scotts Valley Planning Area.

Figure 12, Zones of Potential Surface Rupture, illustrates the generalized seismic hazards that establish the seismic setting of the Scotts Valley Planning Area. This figure, Figure 13 (Landslide Deposits), Figure 14 (Liquefaction Potential), and the following discussion are based on information prepared in support of and contained in the adopted Seismic Safety Element of Santa Cruz County. For more detail on the seismic hazards, refer to the Santa Cruz County Seismic Safety Element.

Conditions

The Scotts Valley Planning Area is relatively close to four major fault zones. These fault zones are the San Andreas Fault Zone, located approximately five miles to the northeast of the Planning Area; the Zayante Fault Zone, located to the north, within 1.5 miles of the Planning Area; the Butano Fault Zone, located approximately four miles to the north; and the Ben Lomond Fault Zone, approximately one mile to the southeast. Based upon the major historic earthquakes which have occurred along these faults, each is considered active or potentially active, except the Ben Lomond Fault for which insufficient data exists to determine its activity.

The San Andreas is an active fault, predicted to have potential for a maximum earthquake of 8.5 on the Richter scale, with a recurrence interval of 100 to 1,000 years, although the shorter estimate appears more probable for another 1906-type earthquake. A 50- to 100-year interval has been predicted for a major earthquake of a magnitude of 7.0. An earthquake of that magnitude along the San Andreas Fault would have a significant impact on the Planning Area due to ground shaking, particularly in poorly consolidated alluvial deposits.

Both the Zayante Fault and Butano Fault are considered potentially active and capable of producing major earthquakes of magnitude 7.4 and 6.4 on the Richter scale, respectively. Both faults exhibit evidence of activity and are tied into the San Andreas Fault System. The Ben Lomond Fault, according to the County Seismic Safety Element, shows evidence of activity during recent geological history, but it is unclear what potential seismic safety hazards this fault could create. Since science has not yet developed a reliable system for earthquake forecasting, we must assume that some earthquake activity can be expected in the future from these active or potentially active faults.

Nature of Hazards

Seismic hazards can be divided into four basic categories: faulting and ground rupture, ground shaking, ground failure, and seismically induced water waves (tidal waves). Faulting and ground rupture occur when one side of a fault moves during an earthquake horizontally or vertically in relation to the earth on the other side. The earth's surface may also rupture but that does not happen every time a fault moves. Structures placed over a fault stand a high possibility of failure should faulting and ground rupture occur.

The second category of seismic hazard is ground shaking. Ground shaking is vibration of the ground caused by earthquakes and often results in damage to structures. The extent of damage depends on: characteristics of underlying soils and rocks, design and configuration of the structure, quality of materials and workmanship used in construction, location of epicenter and magnitude of the earthquake, and duration and character of the ground motion. Damage to structures due to ground shaking may occur if tall, multi-story buildings are located on deep saturated soils and if the periods of vibration of the structures and the ground are similar. Potential for damage to buildings is generally minimized for well constructed, single-story wood-frame buildings.

Ground failure is the third category of seismic hazard and includes earthquake caused slope failure, landslide and liquefaction. The severity of this hazard depends on the duration and intensity of shaking, location and magnitude of the quake, and the characteristics and condition of the ground at the time. The longer the shaking, the greater the potential for ground failure. Certain areas of Scotts Valley could suffer liquefaction, or the loss of soil strength, due to seismic forces on well-saturated granulated soils. Lurch cracking and lateral spreading are other types of slope failure. Lateral spreading occurs along creek banks or the open side of fill embankments. Slope failure and landslides due to earthquakes involve the movement of rock, soil, mud, and debris. They range from minor slides to major landslides involving millions of cubic yards. Steep slopes found in the City favor such mass movements. Landslides may occur as an effect of a nearby moderate to major earthquake.

The final category of seismic hazard is the seismic sea wave or tsunami, neither of which would affect Scotts Valley.

Distribution of Hazards

Zones of potential surface rupture are illustrated in Figure 12. There is no indication that surface rupture is a hazard in the Planning Area because no faults are known to traverse it. Of all the hazards associated with major earthquakes, ground shaking will have the most pervasive impact in the Planning Area. Alluvium is highly responsive to ground shaking. Much of the present development along Scotts Valley Drive and Mt. Hermon Road is located on alluvium and, therefore, will be subject to strong shaking during a major earthquake. Shaking often will trigger landslides, particularly on slopes of 15% or greater. Maps of ground shaking hazard in the Planning Area are unavailable.

Ground shaking may cause liquefaction of recent alluvial and terrace deposits. Liquefaction occurs when granular surface or subsurface materials are saturated and become liquid-like under the influence of ground shaking. This may result in ground failure. The alluvial deposits of the Planning Area have a moderately low potential for liquefaction. Figure 14 shows the distribution of liquefaction hazards at the best level of detail available for the Planning Area.

Landslides are a major geological hazard in the Planning Area. Figure 13 shows areas of known or suspected landslides as mapped by the United States Geological Survey from aerial photographs. A more detailed landslide hazard map has not been prepared for the Planning Area. Because this information is general, site specific studies must be made to precisely identify landslide hazards that may exist at any one location. Down slope movement may be rapid or so slow that a change of position can be noted only over a period of weeks or years. A landslide can range from several square feet to several square miles in area. Damage to structures can range from slight to total destruction.

Conditions that contribute to landslide occurrence in the Planning Area include: loose and weakly consolidated soils or rock; steep slopes; amount, intensity, and volume of rainfall; poor drainage and erosion. Humans often contribute to slope instability by inappropriate or poorly engineered grading, removal of vegetation, and alteration of surface and subsurface water conditions. In some situations, septic tanks and landscape watering can increase the landslide potential by saturating slopes. As previously indicated, seismic shaking can also trigger landslides.

Hazards due to erosion are difficult to separate from flooding and landsliding hazards. In some cases, erosion is a result of flood and landslide conditions; in others, prolonged erosion can cause rapid water runoff and landsliding. Erosion is a natural process caused by wind, water, and gravitational forces. This process generally creates two problems--removal of soil

from one site and its subsequent deposit in another. Deposits of eroded material can affect flood plains; cause sedimentation of rivers, lakes, reservoirs; and may clog drainage structures. Activities which expose soils to the erosive action of water and wind may accelerate erosion.

The reduction of erosion hazards in urban areas is the responsibility of persons who modify the land surface and the City which reviews and controls development. Property owners assume the continuing responsibility of erosion control through the maintenance of landscaping and drainage systems.

Hazard Reduction

The best way to reduce threats to public health and safety from geologic hazards is to continue to effectively regulate new development. The thrust of a risk reduction program should be toward conscientious land use decision making which considers geologic hazards. This requires well developed geologic hazards data. The geologic hazards maps (Figures 12, 13 and 14) should be updated as new information becomes available. Property owners and developers will be given the opportunity to demonstrate, through on-site investigations, whether or not the hazard potential areas on these maps should be revised to reflect data derived from more detailed studies.

A large portion of the Planning Area consists of sloping land with moderate to high landslide potential. The probability of landslide occurrence increases as slope increases. Most developments in areas with steep slopes require large amounts of earth movement and a high degree of cut-and-fill activity. This increases the potential for landslide problems. Detailed engineering and geologic studies should accompany any proposal for development within these areas. Studies should demonstrate to the satisfaction of the City that the proposal requires no major alteration of the natural topography, thus minimizing environmental impacts and risk to human life.

Special planning and safety considerations shall be made for moderate and steep slopes as shown in Figure 7. More gentle slopes allow a greater degree of development flexibility. Engineering and geologic studies should be required for development within moderate and steep slope areas to certify the stability of site landforms and the site's suitability for the proposed use. The existing character of the hills should be maintained by retaining, to the greatest extent possible, the natural contour of ridges, natural drainage courses, and natural rock outcroppings. Grading should respect the natural topography, and high cut-and-fill slopes should be avoided. Roads and driveways should attempt to follow the natural contours. Provisions also should be made for siltation and erosion control and revegetation of all graded areas. Increases in water runoff quantities and velocities over natural terrain should not be permitted.

Landslide damage potential can be reduced by such alternatives as restricting development on or near identified landslide deposits, or permanently stabilizing slide masses. Landslide damage can be avoided by simply leaving hazardous

areas undeveloped. Small landslides may be totally removed. The soil removed can be used elsewhere as compacted fill. In all cases, a first and critical step is to recognize the existence of an old slide and the potential for future slope stability problems. Potential slope stability problems can often be anticipated in areas where other landsliding has already taken place.

FLOOD HAZARDS

Scotts Valley is principally drained by Carbonera Creek, which begins 1.3 miles north of the city limits. The creek runs through the City parallel to Highway 17, and eventually joins Branciforte Creek in the City of Santa Cruz. The creek has two main tributaries in Scotts Valley: Camp Evers Creek runs south of Mt. Hermon Road. West Branch Creek runs east of Glenwood Drive. All three creeks have been altered by road development, bridges and culverts.

Records of damage from historic floods that have affected portions of northern Santa Cruz County are sketchy. Carbonera Creek is thought to have flooded in December 1955 when both the San Lorenzo River and the Branciforte Creek's floodwaters devastated central Santa Cruz. (The City's 1976 Storm Drainage Master Plan reports that a house on Camp Evers Creek was thought to have been damaged in the 1955 flood.) The flood damage experienced in January 1982, however, has been recorded. Carbonera Creek and Camp Evers Creek both experienced significant bank erosion. Bridges were washed out on Carbonera Creek, and West Branch Creek flooded when it clogged with silt and debris. The confluence of Camp Evers Creek and Carbonera Creek also flooded, damaging a home. This confluence is the site of frequent flooding (three of every ten years, according to City officials).

Insufficient channel capacity to handle peak flood flows, obstructions (such as vegetation or structures) in the stream channel, and incautious land use practices can increase flood potential. Surface runoff is the major source of flood stage stream flows. Runoff occurs when storms of high intensity and/or long duration exceed the soil's ability to absorb water. Runoff rate and volume is also influenced by slope and vegetative cover. The greater the slope, the less chance rainfall has to infiltrate into the soil. Infiltration potential is enhanced by vegetation which serves to reduce the velocity of raindrops striking soil surfaces. In undeveloped areas, where there are fewer streets and structures, absorption levels can be excellent. In intensely developed areas where streets, parking lots, and structures cover much of the ground surface, absorption is extremely low because these materials are impermeable. Urban development conditions contribute to erratic runoff rates and flooding in areas where there is an inadequate storm drainage system. When the capacity of storm drains are exceeded, flooding occurs. Development in these flood-prone areas increases hazards to life and property.

Scotts Valley developed a Storm Drainage Master Plan in 1976. The plan recognized both natural flood hazards and an increased need for adequately

sized drainage facilities. At that time, Carbonera Creek was estimated to have a channel capable of accommodating about 900 cubic feet of runoff water per second (cfs), that volume of runoff expected to occur once every twenty years. Calculations in that plan appear to have averaged runoff volume capacity along the entire stream. Later calculations, done in 1982-1983 for the Federal Emergency Management Agency, indicated that peak flows below the confluence of West Branch Creek (just south of Granite Creek Road) would exceed 900 cfs for a ten year frequency flood. The study noted that new paving and development has increased runoff volumes by about 10% for the ten-year flood runoff in the Carbonera Creek Watershed (EIR: Wastewater Facilities Plan, 1976).

To aid in safety planning, flood inundation areas are identified by magnitude and recurrence interval. The 100-year flood frequency and magnitude is most commonly used. A 100-year flood is an event which would have a 1% probability of occurring in any given year.

Floods in Scotts Valley generally occur along Carbonera Creek and its Camp Evers Creek tributary. These areas are susceptible to inundation from the 100-year flood as illustrated in Figure 15 and are identified by the Federal Insurance Administration as susceptible to 100-year flood events. The current Storm Drainage Master Plan of Scotts Valley also describes areas of special concern due to potential flood hazards.

Flooding has primary and secondary effects. Primary effects include the destruction of property, loss of lives, and social dislocation. Secondary effects are caused by standing water and earth movement. Standing water may cover the ground for weeks and cause septic tank failure. Saturated soils may lose their stability and ability to bear loads. The storm of January 4, 1982, referred to by weathermen as a 12-year rainstorm, caused these and other types of flood damage. Many areas in Scotts Valley were devastated, and a state of civil emergency was declared by the Scotts Valley City Council. Agencies that respond to this type of disaster include the Scotts Valley Fire District, Police Department, Department of Public Works, Santa Cruz County agencies, State Department of Water Resources, California Disaster Office, and the Federal Office of Emergency Planning.

The Federal Flood Insurance Program makes flood insurance available to residents and businesses in flood hazard areas after the hazards of flooding are estimated. Insurance rates vary according to the expected severity of the hazard. In order to participate in the program, however, a community must regulate development in the hazard area so as not to increase the hazard. One familiar standard requires floor elevation of new development to be at least 1.0 foot above the 100-year flood height. A second notes that development may not (for instance, by narrowing the channel) cause floodwaters to flow at hazardous velocities. On the basis of HUD's 1979 Flood Hazard Report and FEMA's 1983 Flood Insurance Rate Maps, Scotts Valley is now a full participant in the federal program. The 100-year flood hazard area mapped by these studies includes areas along Camp Evers Creek, Carbonera Creek and Bean Creek.

Federal mapping of flood hazards also is being performed for Santa Cruz County. These studies will provide information about flooding for unincorporated areas adjacent to Scotts Valley.

FIRE HAZARDS

Any fire, regardless of size or location, poses a threat to life and property until it is contained or controlled. It must be recognized that all fires are hazardous and fire prevention and safety measures must be incorporated into all land use planning decisions.

Fire hazards are generally categorized into two main types: 1) fires within undeveloped areas, commonly called wildland fires; and 2) fires within urban areas which primarily involve specific sites and structures.

California experiences large wildland fires almost every year. The factors contributing to fires--highly flammable brush, rugged terrain, long arid summers, dry north winds, and an expanding population--are all typical characteristics of Scotts Valley. In addition to wildland fires, Scotts Valley experiences fires from structural, vehicular, utility, and other sources as well.

Fires in the Scotts Valley Planning Area tend to be structural in nature during the winter, and wildland in nature during the summer. There has been a decrease in reported fires from 1982 to 1983 within the Planning Area. In 1982, there were 34 structural, 17 wildland, 54 vehicular, and 15 electrical reported fire incidents. In 1983, there were 25 structural, 12 wildland, 45 vehicular, and 11 electrical reported fire incidents. This decrease in reported fires is attributed to an effective fire prevention program.

Fire Protection Problems

Fire hydrant capacities within the Scotts Valley Planning Area present fire protection problems for the Fire District. Capacities range from 1,000 gpm (in 60% of the District), 500-1,000 gpm (30%) to 0-500 gpm (10%). The vast majority of the valley floor, however, has flows in excess of 2000 gpm with storage of two million gallons. Thus, all the commercial and industrial areas of Scotts Valley are more than adequately protected. Areas around Lockhart Gulch-Nelson Road, Bean Creek Road, Bethany Bible College, Manana Woods, end of Green Hills Road, and Santa's Village presently have water supply and pumping problems. As a result, the insurance rating for the incorporated areas in Scotts Valley is 6, and in the unincorporated areas is 8, with 1 being the best and 10 the worst.

Other problems regarding provision of fire service involve restrictions due to road widths and structural obstructions. Problem areas are located around the

Granite Greek-Southwood Drive "Ridge," Cadillac Drive, Bethany Bible College, Bean Creek Road, and Lockhart Gulch-Nelson Road. Although the Scotts Valley Fire District has a minimum road width requirement of 24-foot streets with no parking on either side, 28 feet with parking on one side, and 36 feet with parking on both sides. The minimum cul-de-sac radius permitted is 32 feet. These requirements pertain only to new development. Another critical roadway problem is long dead-end streets with no emergency outlets. This physical restriction presents a severe safety hazard. Figure 15 identifies major fire protection problem areas.

HAZARDOUS MATERIALS

Hazardous Materials include certain products which are corrosive, irritating, toxic, radioactive, flammable or explosive. In their natural state these materials may be solid, liquid, or gas. Actual materials regulated are defined in the Scotts Valley Hazardous Materials ordinance, and includes California Administration Code Title 22, OSHA Directors List, EPA Priority Pollutants, and Flammable and Combustible materials. Teratogens, carcinogens, mutagens and other regulated materials not specifically referenced in the above will be evaluated on a case-by-case basis and not overlooked.

State law mandates that each city and/or county identify and register hazardous materials that are being stored underground. However, many cities and counties have gone a step beyond by adopting ordinances which require safe management of all hazardous material regardless of the nature of storage. The City of Scotts Valley has adopted an ordinance which regulates the safe storage and handling of all hazardous material, which includes hazardous waste, whether stored above ground or underground. The major safety issues involving hazardous materials can be classified into two categories: (1) fire; and (2) public exposure to toxic substances as a result of a spill.

A major problem with chemical fires is their secondary effects. Burning chemicals can generate toxic vapors, thereby greatly increasing the potential for adverse health effects from both the original material and its combustion product.

Spills may occur in areas where hazardous materials are being stored, handled, transported or disposed. Hazardous material spills may cause substantial environmental degradation and irreparable damage to our natural resources.

Production and Storage of Hazardous Materials

Production and storage of hazardous materials is of particular concern to adjacent land uses. Hazards are created by leaks or spills which may contaminate air or water, cause explosions, and/or cause fires.

Currently there are no hazardous materials manufactured within the City of Scotts Valley. However, hazardous waste may be generated as a result of the use of chemical materials. Hazardous materials are used by a number of industries within the City, and some hazardous wastes are generated as a result of some activities. The City Ordinance regulates both hazardous wastes and new chemicals.

Motor fuels, waste oils, propane, and other petroleum products are frequently overlooked as constituting the largest quantity of hazardous materials stored within the City. However, smaller quantities of more toxic solvents and chemicals are used by a wide variety of businesses including electronic companies, cleaning establishments, and various medical and veterinary businesses. Hazardous materials in the form of household products are also used by the average consumer.

Disposal and Transportation of Hazardous Materials

Hazardous waste, which is a by-product of the use of hazardous materials, is not reused in the City of Scotts Valley but is disposed of in a number of ways. The majority of hazardous waste produced within the City is recycled by State Licensed Facilities that treat, store, or dispose of waste. These facilities are commonly referred to as T,S,Ds. There are no T,S,Ds located within the City. Licensed waste haulers are used to transport hazardous waste from the generator to the T,S,D facility.

The second most widely used practice of waste disposal is the "land fill" method. Hazardous waste may be disposed of in State approved disposal sites referred to as Class I sites. Licensed waste haulers transport hazardous waste to Class I sites which are located outside of Santa Cruz County. The most commonly used sites for this area are located in Santa Barbara and Contra Costa counties.

Another method of disposal is through use of the sewerage system. Under strict regulation, hazardous waste may be legally disposed of in the sanitary sewer if properly neutralized prior to disposal. Many industrial waste discharge sampling points have been established to monitor the effluent within the sewerage system. Routine monitoring is conducted by the Wastewater Treatment Division.

State Highway 17 serves as the main transit line for the majority of hazardous materials hauled throughout the County. Scotts Valley Drive is used by the majority of licensed waste haulers that supply and remove hazardous materials from specific locations throughout the City.

In 1981, the California Highway Patrol assumed leadership in responding to spills on California's State highways, a job formerly handled by Cal Trans. The Highway Patrol acts as a command and information center and works cooperatively with the County Office of Emergency Services; the Department of

Transportation will continue to take the lead in cleaning up spills on State property.

Scotts Valley Hazardous Materials Management Plan

The purpose of the Hazardous Materials Storage Permit Ordinance, adopted by the City, is to protect health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials.

The ordinance is implemented through a permitting process. All businesses or persons that store hazardous materials must have a permit issued by the City. The issuance of a permit is based on type or quantity of material, proper storage, emergency response plans, sampling, monitoring inspections, and testing programs. The ordinance provides for full cost reccovery through a schedule of fees which is based upon type and quantity of materials stored.

The City is currently in the process of implementing this plan. Although not precisely known, it is estimated that there are more than 125 commercial/industrial users of hazardous materials within the City. These volumes may include bulk storage of fuels, solvents, resins, and a wide variety of chemical materials.

The City projects full compliance with this ordinance by July 1986. Administration of the program is the responsibility of the City's Hazardous Materials Officer.

EMERGENCY PREPAREDNESS

Safety planning is concerned with the prevention of hazards and the ability to deal with emergencies should they arise. While prevention is the most cost-effective and least stressful way to save lives and protect property, the City must also be prepared if disaster should strike. It is the responsibility of each city to prepare a local emergency preparedness plan, which must be reviewed and updated every four years and approved by the State Office of Emergency Services. The update must be made in order to maintain eligibility for Federal Emergency Management Agency (FEMA) funded programs.

Part of the City's responsibility is to develop evacuation plans which will readily and effectively relocate residents from hazardous areas to locations of greater safety. An integral part of evacuation planning is the identification of evacuation routes and places of assembly.

As illustrated in Figure 16, these proposed routes are broken down into three categories: freeways, arterials, and major collectors. Proposed places of assembly were chosen due to their ability to accommodate significant numbers of people, their relative location to the freeway and arterials, and their overall geographic location.

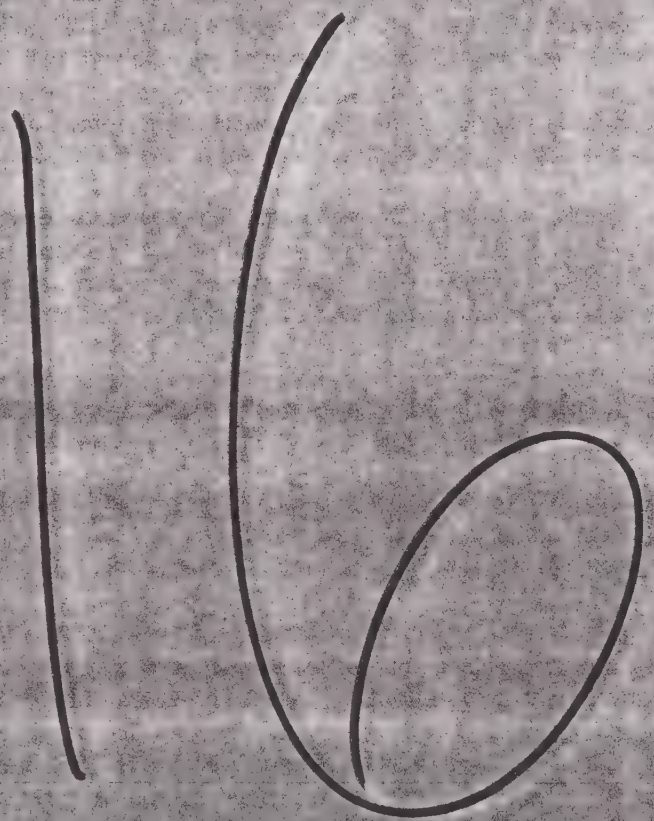


Figure 16 illustrates the direction of movement on local streets (denoted by arrows in the figure) and designated evacuation routes that should be followed in order to promote safe and efficient evacuation of residents. Local streets feed primarily into "collector" streets, although some feed streets of higher traffic volume capacity. Glenwood Drive, Lockwood Lane, Whispering Pines Drive, Bean Creek Road, Granite Creek Road, and Vine Hill Road all serve as collector streets. With the exception of Granite Creek Road, Vine Hill Road, and Glenwood Drive (which feed directly into Highway 17), the collectors feed into larger volume arterial streets. The two major City roadways within Scotts Valley, Mt. Hermon Road and Scotts Valley Drive, serve as arterial streets. The arterial streets in turn feed Highway 17. Highway 17 provides emergency access through the Planning Area and as regional access to points outside the Planning Area.

Through the California Emergency Services Act of 1970, the California Office of Emergency Service provides the basis for local emergency preparedness. The Office of Emergency Services is responsible for preparing the California State Emergency Plan and for coordinating and supporting emergency services conducted by local governments. In Scotts Valley, the City police department is the lead agency in implementing this plan. At the present time the City utilizes an Emergency Manual, a Civil Defense and Disaster Operational Plan, and uses the Santa Cruz County Civil Defense and Disaster Medical and Health Plan. These documents detail actions to be taken by various agencies in the event of an emergency. Also listed in these manuals are persons to be contacted if an emergency situation exists. At the present time, there are no evacuation routes for Scotts Valley, but these are required as part of the safety element in the General Plan and have been designated in Figure 16.

The Emergency Manual and Civil Defense and Disaster Plan were both prepared in 1972. Consequently, these documents do not discuss current conditions in the City of Scotts Valley that could significantly alter the types and magnitude of potential emergencies or affect the City's ability to successfully respond to them. In order for the City to be eligible for federal financial assistance, it must update its local emergency plan every four years. Therefore, the City needs to revise its emergency preparedness plans.

The California Office of Emergency Preparedness has developed a manual entitled "Emergency Plan Preparedness Guidelines for Local Governments" to aid jurisdictions in developing local emergency plans. The plan developed under these guidelines would consist of four parts.

Part 1 basically describes the legal basis for planning. It must also describe the purposes of the local emergency plan which include the following:

- to establish official policy towards emergency operations
- to establish a management structure during times of emergency
- to recognize the types and potential for emergency situations and address them
- to identify authority for action and assign levels of responsibility during emergency operations.

Part 2 of the plan describes what the City is planning for and how the City has evaluated the level of risks involved. The planning area should be described - location in state and county - area - population characteristic - geography - urban developments - transportation network and availability of resources such as medical facilities, communications, water supply and community centers.

This section must also include a list of past and potential hazards. A typical list of potential hazards would include nuclear attack or accident, natural disasters such as fire, flood, earthquake, shortages of resources such as water, or gas, or energy, hazardous material spills and civil disturbance. The balance of Part 2 is composed of supporting annexes which describe a given situation and/or resource such as direction and control (communications), law enforcement, fire and rescue, welfare and shelter, medical care and health, and traffic control. Each annex should describe the function to be performed by department. In essence, each annex is a departmental emergency operations plan.

Part 3 describes the organization of the emergency response system. It should provide an overview of how the City's emergency organization would function during the pre-emergency phase (warning), during the actual emergency (operations), and post-emergency (recovery). The State recommends that for each of the three operational phases described above several levels of emergency response should be described.

Part 4 would consist of supporting documentation to supplement the three part basic plan described above. The supporting documents, referred to by the State as Contingency Plans or Standard Operating Procedures, are generally intended to describe specific effects of an emergency or actions to be taken by any department.

WATER QUALITY

Scotts Valley stands at a crossroads in the area of water quality. One major problem, disposal of the City's largely domestic sewage effluent, has been resolved, while another, industrial waste, lies on the horizon. Studies for the City's 1977 Wastewater Facilities Plan culminated in completion of an effluent transmission line to the ocean outfall off Pt. Santa Cruz in 1982. This line resulted in the removal of about 400,000 gallons per day of treated effluent from the land disposal site at Kaiser Quarry. Studies also suggested that attention should be given to two other wastewater problems: use of inadequate septic systems and infiltration of storm water into wastewater collection lines.

Prior to development of the wastewater transmission line, both Bean Creek and Carbonera Creek exhibited high bacterial contamination levels. While this was assumed to be derived from poorly functioning septic systems (which, can release water of high bacterial content), the possibility was also suggested

(though not tested) that percolation of wastewater into groundwater supplies might pollute the groundwater and flow into Bean Creek. The primary hazard related to this form of contamination is unacceptable increases in the level nitrate and dissolved solids in drinking water supplies of the City of Santa Cruz (Bean Creek), the San Lorenzo Valley (groundwater), the City of Scotts Valley (groundwater), and individuals (private wells). Production from two San Lorenzo Valley County Water District wells has been discontinued because of high nitrate levels.

Considerable concern has been expressed regarding water quality degradation resulting from wastewater disposal practices within the Scotts Valley Basin. The frequent monitoring of wells in the Scotts Valley area for indicator parameters such as nitrate, chloride, and total dissolved solids has allowed identification of at least one area, Pasatiempo Pines, as having excessive nitrate concentrations. The high nitrate values have been attributed in several reports to failing septic systems, past and present wastewater discharge to the Kaiser Pit (an abandoned sand quarry), and past wastewater disposal to a leachfield near Sky Park Airport. There is also some concern regarding use of reclaimed water for irrigation of the Valley Gardens Golf Course. As the Pasatiempo Pines area becomes sewered, nitrate problems can be expected to decrease. While groundwater in this area has elevated nitrate levels, nitrate concentrations currently do not exceed drinking water standards.

Other quality data indicates that wells outside the Pasatiempo Pines area are exhibiting higher nitrate concentrations than would be expected for the generally good quality of water in the Santa Margarita Sandstone, but in general, the balance of the basin reports low concentrations of nitrate. Degradation of water quality from nitrate pollution is currently being studied by the Association of Monterey Bay Area Governments (AMBAG) and several local agencies. Additional data and analysis will be generated by the Scotts Valley Water District as part of its ongoing Scotts Valley Water Resources Management Plan.

The general chemical quality of groundwater in Scotts Valley is excellent, with total dissolved salt contents generally less than 500 milligrams per liter. No recognizable changes in chemical quality have occurred over the long term, with the exception of the nitrate condition described above.

Recent investigations have revealed the presence of small concentrations of organic chemicals in several wells in the Scotts Valley area. Contamination is most significant in the area of the Watkins-Johnson plant, where dichloroethylene and trichloroethylene have been found in concentrations exceeding State action levels. A monitoring and clean-up plan is underway at this site. By order of the State Regional Water Quality Control Board, the City of Santa Cruz has tested groundwater from two wells drilled at the Skypark Airport site. Tests revealed concentrations of TCE above State standards. The Florea well, located near the intersection of Scotts Valley Drive and Bob Jones Lane has also recently been tested. It too showed elevated levels of TCE and other toxic contaminants. Obviously, additional testing is needed to determine the

extent and severity of toxic contamination of groundwater in the Planning Area. Elsewhere, contaminants have been found in low concentration, likely resulting from miscellaneous incidents of improper disposal of chemicals. These low concentrations of contaminants do not represent a constraint on groundwater use at present.

The City of Scotts Valley and the County of Santa Cruz have existing hazardous materials control ordinances. Neither of these addresses the on-going problem of chemicals used in the household. Paint thinners, degreasers, and solvents which find their way from containers to the ground or septic tank could be contributing to a percentage of the existing groundwater contamination; the amount is unknown.

The potential threat of toxic contamination of groundwater is real. Scotts Valley contains a number of "high tech" industries that use toxic materials and others may locate in the City in the future. The City must ensure that such industries are strictly controlled and conform to regulations of its Hazardous Materials Ordinance. Household use of such chemicals can be expected to continue. Public education on the proper use and disposal of toxic chemicals is necessary to minimize potential contamination of groundwater caused by their careless use.

AIR QUALITY

This air quality section is a summary analysis of the scope and nature of air pollution problems in the Scotts Valley community. This section reviews past and existing air quality of the Planning Area, to determine the extent of air pollution problems, and examines various types of air pollutant sources affecting air quality. Effects of local planning policy on future air quality in Scotts Valley is discussed, as are regional plans for maintenance of air quality.

Background

Scotts Valley is located in the Monterey Bay Area Unified Air Pollution Control District (MBUAPCD). This district encompasses the North Central Coast Air Basin, which is comprised of Monterey, San Benito and Santa Cruz Counties. The MBUAPCD regulates stationary sources of air pollutants, monitors ambient levels of air pollutants, and provides technical support for air quality planning in the air basin.

The North Central Coast Air Basin is a nonattainment area for the air pollutant ozone. Nonattainment means that the North Central Coast Air Basin has not met National Ambient Air Quality Standards and, therefore, has been designated by the U.S. Environmental Protection Agency as a nonattainment area. Under the Clean Air Act and amendments thereto, control strategies must

be examined and adopted to achieve the standard by 1987 and must be maintained thereafter.

AMBAG, of which the City of Scotts Valley and the MBUAPCD are members, has prepared control measures to achieve and maintain the ozone standard. Ozone is the product of a series of complex reactions involving nitrogen oxides (NOx) and reactive organic compounds (ROC). These reactions take place in the atmosphere in the presence of sunlight. Local ozone control measures involve strategies to achieve reductions in ROC emissions. Basically, the strategies to reduce ambient ozone levels fall within four categories (AMBAG, 1982):

Stationary Source Control Measures. These are measures to control emissions from factories, plants, oil fields, etc. MBUAPCD has primary jurisdiction over these sources, while the State Air Resource Board (ARB) also regulates them.

Transportation Measures. These are measures geared toward reducing emissions associated with vehicular travel. AMBAG and the two local transportation commissions must approve those measures. The Clean Air Act requires that 18 measures be studied.

Mobile Source Control Measures. These measures relate to improvements in engines. The Air Resources Board has authority for these tactics.

Administrative Measures. Measures related to indirect sources fall under this category. AMBAG is responsible for examining and adopting such measures, but their implementation often rests with cities and counties.

Air Quality Criteria

Applicable air quality criteria are the State of California and federal ambient air quality standards. The State's Ambient Air Quality Standards (AAQS) define contaminant levels that have been shown to be acceptable for all segments of the public and which will have no long-term, undesirable affects on health, aesthetic values, or property. The AAQS standards are not to be equaled or exceeded. The national standards, other than those based on annual averages or average geometric means, are not to be exceeded more than once per year. Table 3 shows the most stringent standards set for each type of pollutant by either State or federal regulations.

Instances of Exceeding Criterion Levels

The MBUAPCD periodically monitors ozone levels for Santa Cruz County. Until recently, the monitoring was done at two stations located in Scotts Valley and Aptos. In 1983, the monitoring station in Scotts Valley ceased operations and was moved to Santa Cruz. Table 4 presents a summary of monitoring results at the Aptos and Scotts Valley stations between 1980 and 1983. The federal

TABLE 3

Ambient Air Quality Standards in California

Pollutant	Averaging time	Concentration	Authority
Ozone	1 hour	> 0.12 ppm	Federal
Oxidant	1 hour	$\geq$ 0.10 ppm	State
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m^3)	Federal
	1 hour	20 ppm (23 mg/m^3)	State
Nitrogen Dioxide (NO_2)	1 hour	0.25 ppm	State
Sulfur Dioxide (SO^2)2	24 hours	0.05 ppm	State
Total Suspended Particulates (TSP)	Annual geometric mean	60 ug/m^3	State
	24 hours	100 ug/m^3	State
Lead (Pb)	30 days	1.5 ug/m^3	State
Sulfates	24 hours	25 ug/m^3	State
Non-Methane Hydrocarbons (NMHC)	3 hours (6-9 A.M.)	0.24 ppm	State
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	State
Visibility Reducing Particles	1 observation	Insufficient amount to reduce the prevailing visibility to less than 10 miles.	State

Note: This table was developed so that the more stringent of either the federal or California air quality standards are presented, except in the case of the oxidant standard. Federal standards are not to be exceeded more than once per year; California standards are never to be equaled or exceeded.

TABLE 4

Summary of Air Quality Standards Violations at the Scotts Valley and Aptos Monitoring Stations: 1980 through 1983

Year	Station	Number of Days During Which Air Quality Standards Were Exceeded		
	Air Pollutant: Standard:	Ozone > 0.12 ppm (F)	Ozone $\geq$ 0.10 ppm (S)	TSP 60 mcg/m^3 (S)
1980	Scotts Valley	0	5	a
	Aptos	0	4	0
1981	Scotts Valley	0	3	a
	Aptos	0	0	0
1982	Scotts Valley	0	0	a
	Aptos	0	0	0
1983	Scotts Valley	a	a	a
	Aptos	0	1	0

(S) - State standard, during one hour for ozone in parts per million, and annual geometric mean for TSP in micrograms per cubic meter.

(F) - Federal standard, during one hour for ozone in parts per million.

a - No record

standard for ozone, on which attainment is based, was not exceeded at either station since during this time period, or at any time since 1977. In 1976, federal ozone standards were exceeded on two days at Scotts Valley, and on one day at Aptos.

Of particular concern in Scotts Valley is potential generation of toxic air pollutants. Such pollutants include: carbon tetrachloride, ethelyene oxide, formaldehyde, trichloroethylene, methylene chloride, phosgene, etc. About 40 toxic air pollutants are recognized by the State. Several industries in the City, primarily the "high tech" computer manufacturing businesses, utilize toxic materials that could be released to the atmosphere if treatment facilities (air scrubbers) were to break down. Also, evaporation techniques are used to dispose of toxic materials. The State has recently developed a

statewide toxic air pollutant identification and control program. Until addressed by this program, the MBUAPCD will evaluate projects with toxic and potentially toxic air emissions on a case-by-case basis.

Air Pollutant Transport Paths

The formation of ozone from ROC and NOx precursors occurs over time in the atmosphere in the presence of sunlight. Precursor emissions can be transported by prevailing winds, so ambient ozone levels can be affected by emissions upwind of the monitoring station. According to current theories, polluted air from the San Francisco Bay, the Santa Clara area and the San Joaquin Valley is being carried into the North Central Coast Air Basin. Thus, local air quality may be contaminated by air flowing south and westward. This is most likely to occur during the fall season when winds from the northeast are most frequent. Figure 17 shows pollutant transport paths into the County. Typically, four to six days of each fall month may be affected by pollutant transport. The extent of local air contamination by pollutants transported into the area has not yet been determined but is currently under study (Monterey, 1982). A study by the State Air Resources Board is underway and will include air pollution modeling input from the San Francisco Bay Area Air Quality Management District to determine air pollutant transport effects. Figure 17 also shows the location of air quality monitoring stations and air pollutant transport paths in the remainder of the North Central Coast Air Basin.

Air Pollution Sources in the Planning Area

The Scotts Valley Planning Area has several air pollution emission sources which affect ambient air quality. Motor vehicles on State Highway 17, Mount Hermon Road, Scotts Valley Road, Glenwood Drive and other streets in the Planning Area emit air pollutants including carbon monoxide (CO), NOx, ROC and TSP. CO has become a localized air quality problem in urban settings in the San Francisco Bay area. Motor vehicle CO emissions can build up at congested intersections and roadways during periods of locally poor air dispersal. Since motor vehicles are the major CO emission source and a major source of particulates, nitrogen oxide, and hydrocarbons, transportation control measures which reduce traffic congestion and volume and reduce motor vehicle emission rates are effective measures for minimizing localized ambient CO problems. Motor vehicle emission rates are regulated on the State and federal level; the local planning and environmental review process regulates traffic generating development.

Stationary sources of air pollutant emissions in the Scotts Valley Planning Area include electronic component assembly plants, two silicon chip manufacturers, two plastics manufacturers, one lumber saw mill, and several auto painting and repair shops. Stationary source emissions result from use of chemical solvents, heating of plastics, wood preservatives, paint thinning



solvents, and cleaning fluids. These industries are inspected by the staff of the MBUAPCD, and emissions of criteria and toxic pollutants are regulated. New development proposed in Scotts Valley that would generate stationary sources of air pollutants, would be evaluated during the environmental review process. Such development would be required to obtain an operating permit from the MBUAPCD.

Conclusions

Existing air quality in Scotts Valley is influenced by regional transport of air pollutants and pollutants generated by local industry. Instances of exceeding State and federal ozone standards generally occur, for several hours during one or two days in the fall, if at all. Traffic generated by new development in Scotts Valley Planning Area would increase ambient CO levels. Transportation control measures which allow traffic to move without significant delay, are effective in reducing CO emissions.

Stationary air pollution emission sources proposed for location in the Scotts Valley Planning Area, would add to the cumulative emissions burden of the air basin, and should be evaluated on a project by project basis, during the environmental review process. Coordination of environmental review with the MBUAPCD, will provide for effective maintenance of air quality in the North Central Coast Air Basin, as well as the Scotts Valley Planning Area.

NOISE HAZARDS

Noise is best defined as annoying, harmful, or disturbing sound, and this is often a very subjective determination. What may be noise to one person may be quite enjoyable to another. The process of discerning noise from sound is influenced by one's familiarity with the sound, personal attitudes, local environment, and/or the desire to hear the sound.

Sound is created when an object vibrates and radiates part of its energy as acoustic pressure waves, through a medium such as air, water, or a solid. Noise as a physical phenomenon has three characteristics: energy, frequency, and duration. Energy is measured by the level of intensity of the force behind the sound; the greater the intensity of the force, the "louder" the sound. Frequency or pitch is measured by the rate of vibration in cycles per second (hertz). High frequency sounds are produced by rapidly vibrating objects; low frequency sounds are produced by slowly vibrating objects. Duration of noise concerns the period of time one is exposed to any particular source. The transmission of noise involves the source, path, and receptor.

Sound is measured by a special meter calibrated to read in decibels (dB), a decibelic is a unit used to measure the amplitude (intensity) of sound. Since the human ear is more sensitive to some frequencies than others, a weighting network has been established, in order that noise measurements would corre-

spond to what humans hear. Sound measured in decibels (dB) and weighted according to this weighting scale is expressed as dBA. Community noise is usually expressed in dBA.

Effects of Noise

The Environmental Protection Agency (EPA) has stated that 80 million people are significantly impacted by noise. Half of these individuals are exposed to levels that can damage their hearing, or otherwise affect their health. While authorities may dispute the detrimental effects of various levels of noise, the following general conclusions have been reached:

-- Noises of sufficient intensity have caused irreversible hearing damage.

-- The effects of noise are cumulative, and, therefore, the levels and durations of noise exposure must be taken into account in any overall evaluation. This realization has been translated into legislation.

-- Noises have produced physiological changes.

-- Noise can interfere with speech and other communication.

-- Noise can be a major source of annoyance by disturbing sleep, concentration, rest, and relaxation.

-- Noise interference with work is a significant cost of our industrial society.

-- People often do not complain about noise, despite its adverse impact on their health and general well-being.

In general, excessive noise can cause hearing impairments, digestive disorders, heart and circulation disease, irritability, nervous disorders, mental illness, and allergies. Besides the harmful physical effects of noise upon people, noise can also cause annoyance. People react to noise in a variety of ways. Annoyance is usually affected by a variety of factors including the intensity, frequency, distribution, and time pattern of the noise source; the amount of noise present before the intruding noise; and the nature of work or living activity that is exposed to the noise. Studies show that, very generally, in the decibel range 40-70 dBA, noise levels are generally acceptable and complaints are rare. In the 70-80 dBA range, complaints are likely, and above 80 dBA, letters of protest and legal action often occur. Again, one individual's perception of annoying noise levels may significantly vary from another's -- annoyance levels are difficult to quantify.

Noise Sensitive Land Uses

Certain land uses, such as residential and educational, are more sensitive to noise than others, such as commercial and industrial. Figure 18 depicts representative noise sensitive areas. This figure also illustrates the major noise generating traffic corridors, and point sources of noise, in the Planning Area. Table 5 notes representative noise sensitive land uses and gives noise levels measured at them. Noise measurements were taken at various times during the day over varying periods of time. They are not meant to precisely determine average noise levels but rather to provide a general idea of noise levels at these sites. Therefore, these noise levels may not be consistent with established noise contours. In addition to those noise sensitive land uses listed in Table 5, the Mountain Brook and Forest Hill Mobile Home Parks, Star Lodge Hospital and Scotts Valley Medical Clinic, and Bethany Bible College are considered to be noise sensitive areas.

TABLE 5

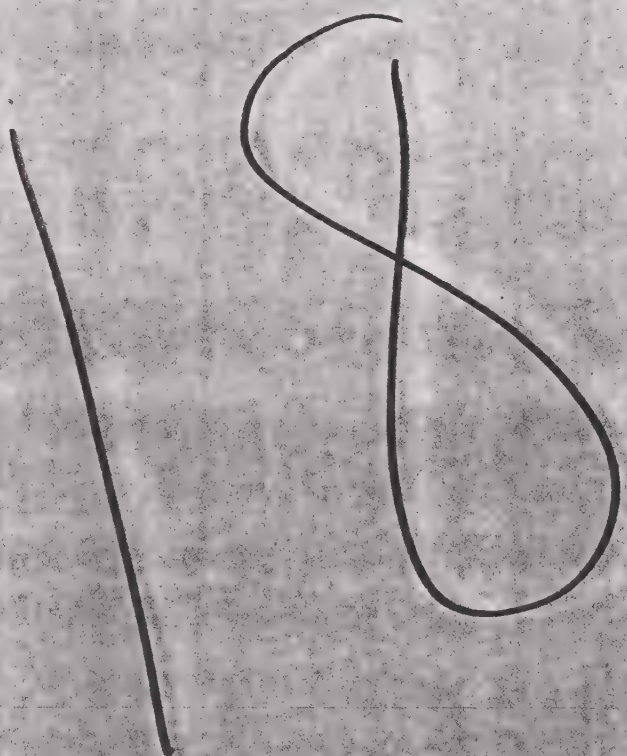
Outdoor Noise Measurements at Sensitive Land Uses

Location	dBA
Scotts Valley Junior High School	70
Vine Hill Elementary School	72
Baymonte Christian School	57
Scotts Valley Community Park	54
Christian Day Care Center	61
Scotts Valley Library	68
Lockwood Lane/Twin Pines Drive	60
Whispering Pines/Vista del Lago	60
Scotts Valley Drive/Scotts Valley Mobile Park	76

Source: Earthmetrics, Incorporated, 1984.

Noise Sources in Scotts Valley

The principal noise sources in Scotts Valley consist of highways and freeways, primary arterials, major or local roads, aircraft overflights and general aviation, and industrial and other stationary ground sources.



Transportation Noise Sources

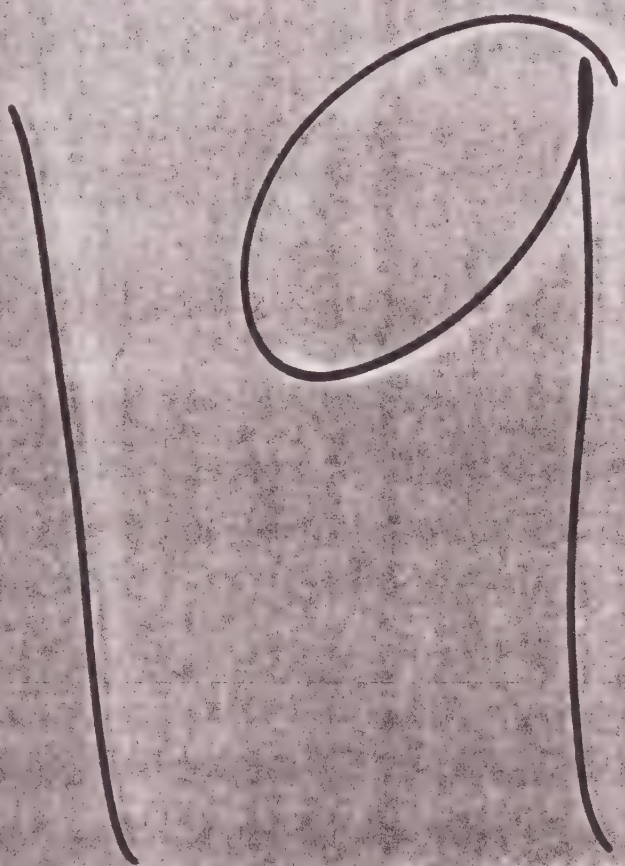
Ground transportation is the main source of noise in the City of Scotts Valley. This is the case in most urbanized areas. Vehicular noise increases with the percentage of heavy-duty truck traffic and with an increase in average vehicle speed. The heavily traveled major arterials, normally carrying much of the truck traffic, typically create the higher noise levels in an area.

Noise contours measured in Ldn, were calculated for the City's major roadways. An Ldn measurement is defined as the day-night average noise level. The Ldn level is an a-weighted sound level obtained after adding 10 decibels to night time sound levels (before 7 a.m. and after 10 p.m.). A-weighted measurements filter out very low and very high frequencies in much the same way as the human ear. Therefore, a-weighted measurements give a good correlation to subjective human reactions to noise. Every roadway which produced a 60 Ldn contour, 50 feet or more from the center of the near travel lane, was analyzed. Noise contours are lines which indicate the approximate location of a particular noise level on the ground adjacent to a roadway or other noise source. These contours were computed, utilizing the noise modeling techniques developed by the U.S. Department of Transportation and the State of California's Department of Noise Control, and were checked by noise measurements taken in the field.

Table 6 indicates the existing and projected noise contours along the major roadways in the City of Scotts Valley for the years 1983 and 2000, respectively (Highway 17 levels are for the year 1995). Topographical features and the shielding effect of buildings, were not taken into account in the production of these contours. Contour line locations are the average distance from the highway at which the corresponding noise levels are experienced. Because these are average distances, they do not reflect distances at which peak highway noise levels can be heard. A single event, such as the passing of a heavy-duty truck, can produce a higher noise level at a greater distances from the highway than average noise contours would indicate.

Noise levels normally drop off approximately six dBA 110 feet back, from a depressed roadway. They decrease four dBA, for each doubling of the distance from the "line source." One row of closely spaced, one-story buildings, will act as barrier to interrupt the transmission of noise waves, resulting in a 4.5 dBA decrease in the noise level.

Traffic on Highway 17, Mt. Hermon Road, and Scotts Valley Drive, generate the highest noise levels in the City of Scotts Valley. Traffic on Highway 17 generates noise levels of 70 Ldn at 60 feet, 65 Ldn at 160 feet, and 60 Ldn at 360 feet. Traffic on Mt. Hermon Road and Scotts Valley Drive generate noise levels of 70 to 75 Ldn at 50 feet, and 60 to 65 Ldn at 125 feet. Quarry truck traffic on Mt. Hermon Road is the major source of noise along this arterial. Existing noise contours along these corridors, are shown in Figure 19, and projected noise contours, are illustrated in Figure 20. Contours for Highway 17 are based on average daily traffic levels. Noise increases with increasing



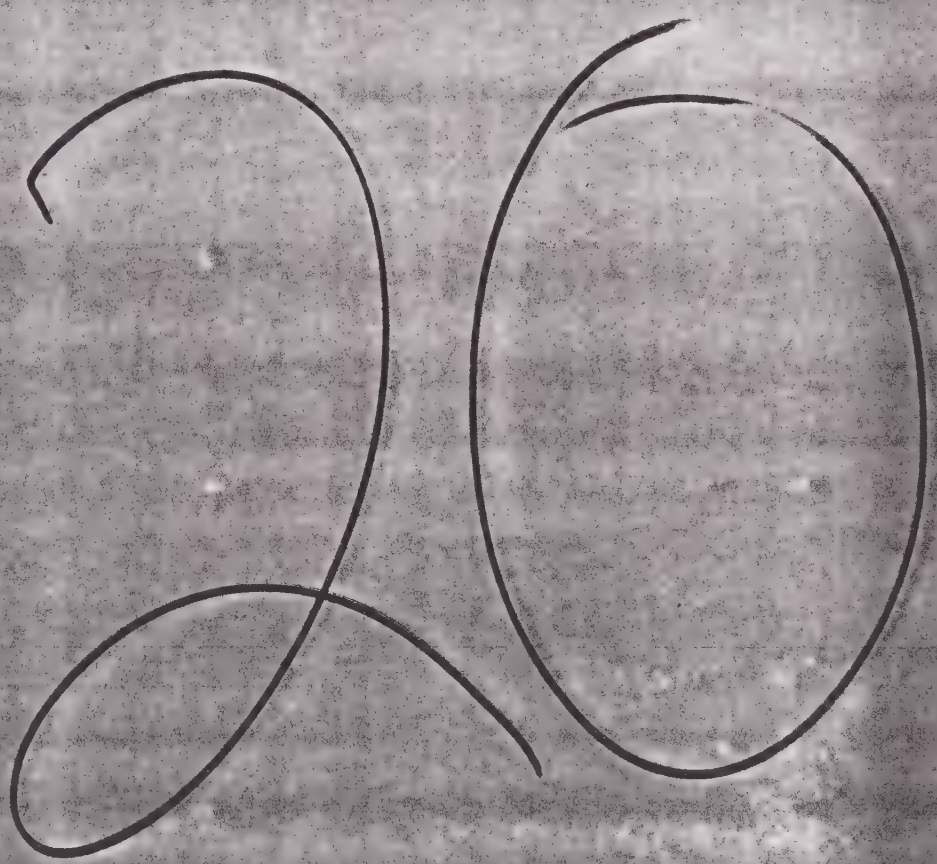


TABLE 6

City of Scotts Valley Ldn Contours, Years 1983 and 2000

Roadway	1983 Ldn	1983 Distance From Roadway (feet)	*2000 Ldn	*2000 Distance From Roadway (feet)
Mt. Hermon Road	75	33	75	40
	70	59	70	70
	65	105	65	124
	60	186	60	220
	55	330	55	391
Scotts Valley Drive	70	35	70	41
	65	61	65	72
	60	109	60	128
	55	193	55	228
Highway 17	70	60	70	80
	65	160	65	200
	60	360	60	400

*Highway 17 contour distances are for the year 1995.

Source: Earthmetrics, Inc., 1984.

traffic and the noise levels shown reflect existing and anticipated traffic levels on Highway 17. A number of factors such as atmospheric and wind conditions, and structural or natural barriers, affect how far noise can be transmitted. The contours shown in Figures 19 and 20 do not reflect the effect of these variables.

Noise, of course, is also generated on other roadways in the City of Scotts Valley. The roadways discussed should not be thought of as the only roadways where excessive noise is generated, but as the roadways where traffic-generated noise levels exceed 60 Ldn at 50 feet from the center of the nearest travel lane.

Industrial Noise Sources

There are only a few major industrial activities in the City of Scotts Valley which are of concern with regard to noise. A sawmill is located adjacent to and west of Highway 17 between Highway 17 and Scotts Valley Drive. Noise from the sawmill is only occasionally audible over the traffic noise from Highway 17 and Scotts Valley Drive. Truck traffic, generated by the sawmill, contributes to the off-site noise climate. Industrial-related truck traffic generated by the Kaiser Quarry also occurs along Mt. Hermon Road. Because heavy-duty trucks are significantly noisier than automobiles, quarry truck traffic has a substantial effect on noise levels along the truck routes utilized. For example, if 400 of the truck trips generated by the quarry were eliminated, the 60 Ldn contour along this road would move 200 feet toward the roadway. That is, a 200-foot band of land on each side of the road would not be affected by noise levels of 60 Ldn or greater. It is clear that truck traffic generated by the quarries does have significant noise impacts.

Commercial Noise Sources

Commercial developments in themselves are not usually major sources of noise. However, a number of concentrated retail facilities can generate sufficient automobile traffic to cause adverse noise levels on surrounding streets. As a result, it is advisable to group commercial development and employ site-specific noise mitigation techniques.

Aircraft Overflights

Aircraft overflights, whether they are from Santa Cruz County airports, or from San Francisco Bay airports, are irritating to many City residents because they interrupt the quiet rural setting that exists in several parts of the City. However, the high altitude of these flights prevents them from generating Ldn contours on the ground. This intermittent noise source is more irritating in mountain areas like Scotts Valley. Overflights bother more people in these situations than they do in coastal urban areas of the County. This particular phenomenon aptly illustrates the relative and subjective nature of noise.

Aircraft flying between the Los Angeles and San Francisco Bay areas often utilize a flight path over the San Lorenzo River. Boulder Creek is one of the "fixes" which San Francisco Bay area air traffic controllers utilize to guide aircraft to and from bay area airports. Aircraft types flying to and from Los Angeles include Douglas DC9s, Boeing 727s, Boeing 737s, and twin and triple propeller aircraft. These aircraft usually fly at altitudes over 20,000 feet. Boeing 737 aircraft, flying between Monterey and San Francisco, utilize a route across Santa Cruz County, but fly at altitudes below 10,000 feet.

Weather conditions and topography may affect aircraft-generated noise levels more than flight altitude. Overcast weather conditions and the topographical features of an area may amplify and reflect noise from aircraft overflights.

The Scotts Valley Sky Park airport was closed in 1983, and the future utilization of the airport area as an airport, or for commercial, industrial or any other land uses, should be in compliance with the policies of this noise element.

Miscellaneous Noise Sources

There are numerous miscellaneous noise sources which affect people every day: household appliances, off-road vehicles, garden tools, etc. The EPA has found that noise around the home has reached levels that, in addition to being annoying, can gradually cause permanent hearing damage.

Community Noise Exposure Inventory

An estimation of the number of Scotts Valley Planning Area residents, residing within ambient noise levels of over 60 Ldn, was conducted in accordance with the California Office of Noise Control guidelines for preparing noise elements. The State Offices suggested maximum limit for normally acceptable noise levels at residential areas, is 60 Ldn.

Utilizing the 1982/1983 Ldn contour map, it was estimated that 350 residents in the City of Scotts Valley live in homes within the 60-70 Ldn contours. Based on maximum buildout of all proposed residential land uses (see Figure 34) located within the 60-70 Ldn contours, the maximum number of residents that potentially could be exposed to unacceptable noise levels, is estimated to be 1,300. This figure will probably be much lower in 1990 because full buildout of all residential land uses located within the 60-70 Ldn contours by this date is highly unlikely.

Land Use Planning Implications

One of the most effective means of mitigating adverse noise impacts consists of simply separating noise-sensitive areas from noise sources. By separating noise-sensitive areas from noise sources, expensive site-specific noise mitigation structures such as sound walls or structural soundproofing can be avoided. In urban areas, there is not always sufficient land to allow adequate separation of population concentrations from transportation systems, which are the major sources of noise. Therefore, site specific noise abatement measures must be taken in some instances.

The 55 Ldn noise level is most probably unattainable in the City of Scotts Valley in areas located adjacent to Highway 17, Mt. Hermon Road, and Scotts Valley Drive. Standards for ground transportation-generated noise have been established by State and federal government agencies. Currently, the City has no noise ordinance. The City can enforce ground transportation emission standards through its police powers and through standards set forth in a noise ordinance once one is developed.

ISSUES FOR ENVIRONMENTAL CONSTRAINTS

1. Portions of the Planning Area are susceptible to landslides, especially in areas of over 25% slope. What precautions should the City take to ensure public safety as well as the safety of public and private properties?

2. What innovative but practical land use techniques could be employed to minimize other geological hazards?

3. The lack of a comprehensive creek management plan and inadequate storm drainage facilities have contributed to flood hazards along Carbonera Creek, the Camp Evers tributary, and other areas. What can be done to correct this situation?

4. A number of areas, particularly those in steep hillside terrain, have substandard roads with inadequate access for police, fire and other emergency vehicles. These areas are also typically without sufficient water supply to fight fires. What can be done to alleviate this situation?

5. In case of emergencies and natural disasters such as earthquakes, flooding and fires, how can Scotts Valley respond to and recover in a coordinated timely manner?

6. While Scotts Valley is presently dependent on groundwater for its municipal and industrial requirements, groundwater quality is generally good. Levels of nitrate contamination in the Pasatiempo Pines/Camp Evers area have been attributed to septic and disposal systems in adjacent residential developments. What measures can be initiated to address the current problems and reduce the potential for future contamination from residential waste discharge and industrial waste and/or spills?

7. Scotts Valley has been designated as a non-attainment basin for ozone. What can be done to protect or improve the air quality of the City?

8. The increase in traffic along Highway 17 and Mt. Hermon Road, may contribute to air pollution in the City. What can be done to alleviate this problem?

9. Increased noise levels resulting from urban growth adversely affect quiet areas. How can unacceptable noise levels be avoided?

10. What should be done to minimize the noise levels that will increase with the increased transient traffic on Highway 17, Scotts Valley Drive, and Mt. Hermon Road?

ENVIRONMENTAL CONSTRAINTS

9 GOAL

TO PROTECT HUMAN LIFE AND PROPERTY AND TO MINIMIZE INJURY, ECONOMIC DAMAGE, AND SOCIAL DISLOCATION RESULTING FROM DISASTERS SUCH AS SEISMIC AND OTHER GEOLOGIC HAZARDS, FLOODING, FIRE, AND HAZARDOUS MATERIALS.

SEISMIC AND OTHER GEOLOGIC HAZARDS

9.1 Objective

Reduce the risks resulting from seismic and other geologic hazards to an acceptable level, by regulating development in areas of high seismic and other geologic hazards.

9.1.1 Policy

The City has prepared a zones of potential surface rupture map (Figure 12) and utilizes landslide maps and liquefaction maps prepared by the County (Figures 13 and 14) to assess geotechnical hazards within the Planning Area. These maps shall be updated as new and more accurate information becomes available.

9.1.1.1 Program

The City shall review and revise existing geologic hazards maps at a minimum of every two years for their adequacy.

9.1.2 Policy

In a geologic hazard area, development shall be approved only after a detailed geotechnical evaluation is completed by a registered geotechnical engineer, and only if adequate measures are provided to avoid or substantially reduce any identified hazard.

9.1.2.1 Program

Where new development proposed for areas of known or suspected geologic hazards, as identified in Figures 12, 13, or 14, or where other information obtained by the City indicates geologic hazards exist in an area proposed for development, a detailed geotechnical and/or soils report shall be prepared and submitted to the City as a part of the application or environmental review process.

FLOODING

9.2 Objective

Reduce the risk from flooding to an acceptable level by regulating development in flood prone areas.

9.2.1 Policy
The City shall revise the 100-year floodplain map (Figure 15) as new and more accurate information becomes available.

9.2.2 Policy
Proposed development in known flood prone areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

9.2.2.1 Program
Amend the City's CEQA resolution to require environmental review of any proposed use or new development within or adjacent to the flood plain, that is not found to be exempt from CEQA, so that potential impacts can be identified and mitigated.

9.2.3 Policy
Development of new or expansion of existing flood control facilities to protect individual properties shall be permitted only when it can be determined that such measures do not substantially increase the flood or erosion hazards to other properties.

9.2.3.1 Program
The City shall require a geotechnical or hydrological analysis to assess potential impacts of new flood control facilities on adjacent and downstream properties and on the designated floodplain.

FIRE

9.3 Objective
Reduce fire hazard risks to an acceptable level by prescribing adequate fire prevention measures.

9.3.1 Policy
In fire protection problem areas, development shall be permitted only after adequate mitigating measures are employed to control spread of fire and provide safety to occupants as determined by the appropriate fire official (see Figure 15).

9.3.1.1 Programs
All new development and existing structures in hazardous fire areas shall be maintained to provide adequate clearance of brush and vegetative growth from structures and roadways in accordance with the Uniform Building Code.

9.3.1.2 In conjunction with the Scotts Valley Fire District, the City shall develop a fire prevention program for identified fire hazard zones within the Planning Area.

9.3.2 Policy
The City shall require new development to provide adequate improvements for maximum fire protection.

9.3.2.1 Programs
City roadway standards shall require that minimum unobstructed road widths and geometry and grade of all new driveways, roads, and streets be designed, constructed, and maintained according to the Uniform Fire Code and subsequent amendments made to that Code.

9.3.2.2 City roadway standards shall require that a new cul-de-sac have a minimum unobstructed 32-foot radius.

9.3.2.3 City roadway standards shall require that roads have an overhead vertical clearance of 14 feet for their entire width and length, including turnouts.

9.3.2.4 City roadway standards shall require that an access road not end farther than 150 feet from any building. A turning area which meets the requirements of the appropriate fire official shall be provided at the end of the road.

9.3.2.5 City roadway standards shall require that streets be designed, constructed, and maintained as "all-weather surfaces," which means a minimum of two inches of asphaltic concrete pavement over five inches of compacted aggregate base rock, Class 2 or equivalent.

9.3.2.6 City roadway standards shall require that bridges or crossings which serve as part of an "access road be at least 16 feet wide and shall meet the minimum Caltrans standard weight rating of H-20." Bridges shall be certified every five (5) years by a licensed engineer.

9.3.2.7 City roadway standards shall require that all new developments have adequate water available for fire suppression. Water availability shall be provided by an existing water district.

9.3.3 Policy
The City shall require that new development have adequate water available for fire suppression. Water availability shall be provided by a public water purveyor.

9.3.3.1 Program

New development shall be approved only if applicable fire suppression standards for minimum flow requirements and duration of flow can be met. These standards are as follows:

Fire Suppression Standards

LAND USE CATEGORY	DENSITY/HEIGHT	MINIMUM FLOW REQUIREMENTS	DURATION OF FLOW
MOUNTAIN RESIDENTIAL	1 to 20-acre parcels with further land division possible	4,000-gallon water tank and mutual system to meet full/County/District water standards for fire flow	N/A
RURAL RESIDENTIAL	Single-family dwelling (1 dwell-unit per 2.5 acres)	500-gallons per minute (GPM)	1 hour
ESTATE RESIDENTIAL	Single-family dwelling (1 dwelling unit per acre)	500 GPM	1 hour
LOW DENSITY RESIDENTIAL	Single-family dwelling (3 or more dwelling units per acre)	1,000 GPM	2 hours
MULTIPLE RESIDENTIAL and NEIGHBORHOOD COMMERCIAL	Single-story in height	1,500 GPM	2 hours
MULTIPLE RESIDENTIAL, LIGHT COMMERCIAL, and LIGHT INDUSTRIAL	One- and two-story	2,000 GPM	3 hours
MULTIPLE RESIDENTIAL, HEAVY COMMERCIAL, and HEAVY INDUSTRIAL	Three stories or higher	4,000 GPM	4 hours

The flows set forth are to be calculated on the basis of a residual pressure of 20 psi in the distribution system under flowing conditions. Flow requirements exceeding 750 GPM may be taken as an area flow from two successive hydrants, but in no case shall any one hydrant flow less than 500 GPM.

9.3.4 Policy

The City shall, in cooperation with the Scotts Valley Fire Protection District and appropriate local water districts, establish a program to improve the fire insurance rating of the Planning Area and protect life and property from fire damage.

9.3.4.1 Programs

The City shall, in cooperation with the Scotts Valley Fire District, develop a long-term program by December 1986 to provide the following areas with adequate fire prevention water supply infrastructure:

- Lockhart Gulch/Nelson Road
- Bean Creek Road
- Bethany Bible College
- Green Hills Road
- Santa's Village
- Cadillac Drive

9.3.4.2 The City shall, with the assistance of the Scotts Valley Fire District, develop a weed abatement program.

9.3.4.3 The City shall, with the assistance of the Scotts Valley Fire District, prepare an inventory of facilities which do not meet the District's codes and City codes and standards.

9.3.4.4 In cooperation with the Scotts Valley Fire District, the City shall develop a program to upgrade non-conforming facilities.

HAZARDOUS MATERIALS

9.4 Objective

Reduce the level of risk from hazardous materials and chemicals to an acceptable level by regulating their use, storage, and disposal.

9.4.1 Policy

The City shall strictly control the use, storage, handling and disposal of hazardous materials to protect the health and welfare of the business and residential community of Scotts Valley.

9.4.1.1 Programs
The City shall amend the Hazardous Materials Ordinance to include a section requiring the Hazardous Materials Officer to track the passage of hazardous materials into the City, from party to party within the City and the hauling of wastes out of the City.

9.4.1.2 The City's amended Hazardous Materials Ordinance shall require the levying of clean-up fees for "lost" hazardous materials, and shall include a fee schedule for such unaccounted materials.

9.4.1.3 Using the revenue generated from hazardous material loss fees, the City shall set up a fund to be used to promote a clean environment, as defined in the revised Hazardous Materials Ordinance.

9.4.2 Policy
The City shall encourage a County-wide program to control hazardous materials which is at least as complete as its own.

9.4.2.1 Program
The City shall appoint two members to serve on the County-wide Toxic Materials Task Force which is writing a unified ordinance for joint City and County approval.

9.4.3 Policy
Development posing a significant environmental threat from the use of hazardous materials or chemicals shall not be permitted by the City.

9.4.4 Policy
No underground storage tanks shall be permitted with the exception of motor vehicle fuel, motor and waste oil.

EMERGENCY PREPAREDNESS

10 GOAL
TO MAXIMIZE POST-DISASTER RELIEF CAPABILITIES AND RECOVERY OPERATIONS.

10.1 Objective
Ensure a fast, efficient, and coordinated response by public and private agencies to major emergencies.

10.1.1 Policy
The City Administrator or his designated representative shall periodically review and update the City's Emergency Preparedness Plan.

10.1.1.1 Programs

The City Administrator shall review and update the Emergency Preparedness Plan every five (5) years or more often as needed. The first update will take place by December 1986.

10.1.1.2 The City Administrator shall present the Plan to the City Council for their review and approval. He shall attach a copy of the goals, objectives, policies, and programs of this section for concurrent review.

10.1.1.3 Develop an emergency preparedness disaster relief program that promotes self-sufficiency among residents.

10.1.2 Policy

The City shall hold disaster preparedness exercises frequently enough to maintain the efficiency of participating mutual aid agencies.

10.1.2.1 Programs

The City shall hold coordination planning meetings with participating mutual aid agencies once every year in order to review disaster preparedness plans.

10.1.2.2 Participate with the County in organizing disaster preparedness exercises every two years.

10.1.3 Policy

The City should provide sufficient funds and/or training as necessary to fulfill any emergency response deficiencies that may be within the City's responsibility and for which resources are available.

10.1.3.1 Program

Assess the appropriate amount of funds required to conduct a biannual, in-service training session for staff and key citizens in emergency response and for necessary equipment to respond to emergency preparedness situations.

WATER QUALITY

11 GOAL

PROTECT EXISTING WATER QUALITY IN THE PLANNING AREA.

11.1 Objective

Protect surface water and groundwater supplies in the Planning Area in order to maintain them as a high quality, usable resource.

11.1.1 Policy
The City shall protect the Planning Area streams, creeks, ponds, and aquifers from pollution due to toxic substances, septic contamination and erosive forces.

11.1.1.1 Programs
The City shall monitor existing identified hazardous material users in order to prevent discharge of such materials to the surface and groundwater system.

11.1.1.2 Extend the septic ban area to include all industrial and commercial land use areas.

11.1.1.3 As part of new use requests, the City shall require siltation and erosion control measures which mitigate adverse impacts to surface water bodies and groundwater basins.

11.1.1.4 Sewer connections shall be required as a condition of approval for residential subdivisions that would create lots of less than once acre.

11.1.2 Policy
The City shall locate and regulate polluters of groundwater in cooperation with other agencies.

11.1.3 Policy
Once a pollution source is located it shall be abated immediately.

11.1.4 Policy
The cost of locating and abating the pollution source shall be borne by the owner of the source.

11.1.4.1 Program
The City shall amend the Hazardous Material Management Ordinance to implement policies 11.1.2, 11.1.3, and 11.1.4.

AIR QUALITY

12 GOAL
TO PROVIDE FOR THE PROTECTION AND ENHANCEMENT OF THE PLANNING AREA'S AIR QUALITY.

12.1 Objective
Improve the air quality of the Planning Area by supporting all applicable air quality standards and developing programs that promote air purification.

12.1.1 Policy
The City shall condition all new industrial and commercial development, including major modifications as defined by the Uniform Building Code, to meet federal and state ambient air quality standards and the rules and regulations of the Monterey Bay Unified Air Pollution Control District.

12.1.1.1 Program
Amend Title 15 of the City Code to require approval of new projects by the Monterey Bay Unified Air Pollution Control District which the City deems may have a significant impact on air quality. Attach additional conditions to project approval as deemed necessary by the District.

12.1.2 Policy
To promote air purification, the City should develop and implement a roadside tree program, and should encourage and maintain vegetated/forested areas to the maximum extent feasible.

12.1.2.1 Programs
Purchase trees and initiate an annual roadside tree planting program, developed and coordinated by the City.

12.1.2.2 As a part of the permit process, the City shall require new development to maintain forested areas to the maximum extent feasible and participate in a tree replacement program on a two-for-one basis.

NOISE HAZARDS

13 GOAL
TO MAINTAIN OR REDUCE NOISE LEVELS IN THE CITY TO ASSURE AN ENVIRONMENT FREE FROM ANNOYING AND/OR HARMFUL NOISE.

13.1 Objective
Maintain or reduce existing noise levels generated by the ground transportation system.

13.1.1 Policy
The City shall promote the use of alternative transportation methods in order to reduce cumulative traffic levels and noise generation.

13.1.1.1 Programs
Develop mass transit, pedestrian, and bicycle facilities along rights-of-way through the use of private and/or public funds.

13.1.1.2 The City shall encourage new developments employing over 100 persons to developing car pooling and other alternative transportation programs.

13.1.2 Policy
The City shall work with the California Department of Transportation to mitigate the effects of existing and future highway noise.

13.1.2.1 Programs
Cooperate with and provide input to Caltrans to ensure that design plans for Highway 17 improvements incorporate noise abatement measures to reduce or maintain existing noise levels.

13.1.2.2 Support State legislation for noise abatement design measures in all State Highway projects within the Planning Area.

13.1.3 Policy
The City should consider the inclusion of noise abatement design measures in all new street and roadway improvement projects.

13.1.3.1 Program
The City Public Works Department shall review all new roadway improvement plans within the city limits to ensure incorporation of noise abatement measures. Proposals to construct new streets or to expand existing streets should be assessed for the potential impacts such projects may have on noise-sensitive land uses. Potential impacts shall be mitigated prior to approving such a proposal.

13.2 Objective
Control industrial noise generated by truck traffic.

13.2.1 Policy
The City shall designate and enforce truck routes throughout the City.

13.2.1.1 Program
Identify truck routes and regulate times of operation throughout the City as necessary in order to direct truck traffic away from noise sensitive land uses.

13.3 Objective
Promote new land uses whose noise environments are compatible with neighboring land uses, in terms of average day/night noise levels (Ldn).

13.3.1 Policy

New developments which may have significant adverse impacts on noise sensitive land uses shall be approved only when measures to avoid or substantially lessen these impacts are provided.

13.3.1.1 Programs

The City shall develop a comprehensive noise ordinance which implements the noise policies of this General Plan. The ordinance should contain land use compatibility noise standards and describe noise abatement measures to be implemented in new development. New development shall be approved only after it is found to be consistent with the ordinance.

13.3.1.2 Through the environmental review process, identify and require mitigation of potentially significant noise impacts. Deny new developments which cannot mitigate significant adverse impacts on neighboring land uses.

13.3.2 Policy

The City shall expand the available data base for noise conditions in the Planning Area.

13.3.2.1 Program

The City shall enlarge the noise inventory contained in this plan to update the noise contours in Figure 19 and establish the existing noise levels along the ridges and at noise sensitive sites such as Bethany Bible College by January of 1987.

CHAPTER III

HUMAN RESOURCES

HUMAN RESOURCES

The human resources component encompasses the demographic and socioeconomic analysis of this General Plan. Population trends, population characteristics, and population projections are discussed in the demographic section. The social and economic characteristics of the population -- labor force characteristics, jobs/housing ratio, household income, number of low income households -- as well as the City's fiscal setting are discussed in the socioeconomic section. The size and make-up of the current and future population and its economic well-being are the basis for major planning decisions and assessing demand for housing, jobs, land, water, recreation, and transportation.

DEMOGRAPHY

Population Trends

Based on U.S. Census data, population growth for Scotts Valley has occurred at an average annual rate of approximately 3.4% over the past 20 years with an increase from 3,437 in 1960 to 6,891 in 1980. During the 1960s, there was a very slow population growth in Scotts Valley, with an average annual growth rate of 0.5%. However, between 1970 and 1976, Scotts Valley experienced a large population increase for its size, from 3,621 to 5,819, representing an average annual growth of approximately 8.2%. The City's population growth rate decreased between 1976 and 1980, to an approximate average annual rate of 4.3%.

Table 7 compares Scotts Valley's growth rate with that of its neighbor, the City of Santa Cruz, and with Santa Cruz County as a whole. Population figures for the State of California also are shown. Although Scotts Valley experienced little population growth from 1960 to 1970, its growth rate between 1970 and 1980 was considerably higher than that of the City of Santa Cruz, and somewhat higher than the County. Table 8 graphically depicts this increasing growth rate for Scotts Valley.

Components of Population Change

Change in population can be expressed in terms of the basic components of demography: births, deaths, and migration. Birth and death rates are available for Santa Cruz County as a whole, but not for cities within the County. These County figures are shown in Table 9. As can be seen, births exceeded deaths by a factor of nearly 2 to 1 over the past ten years. Overall, the net increase in population resulting from births (minus death rates) accounted for approximately 45% of overall County population increases between 1976 and 1980. Therefore, it appears that the majority of population increase in the County has resulted from migration into it.

TABLE 7

Population Growth Trends

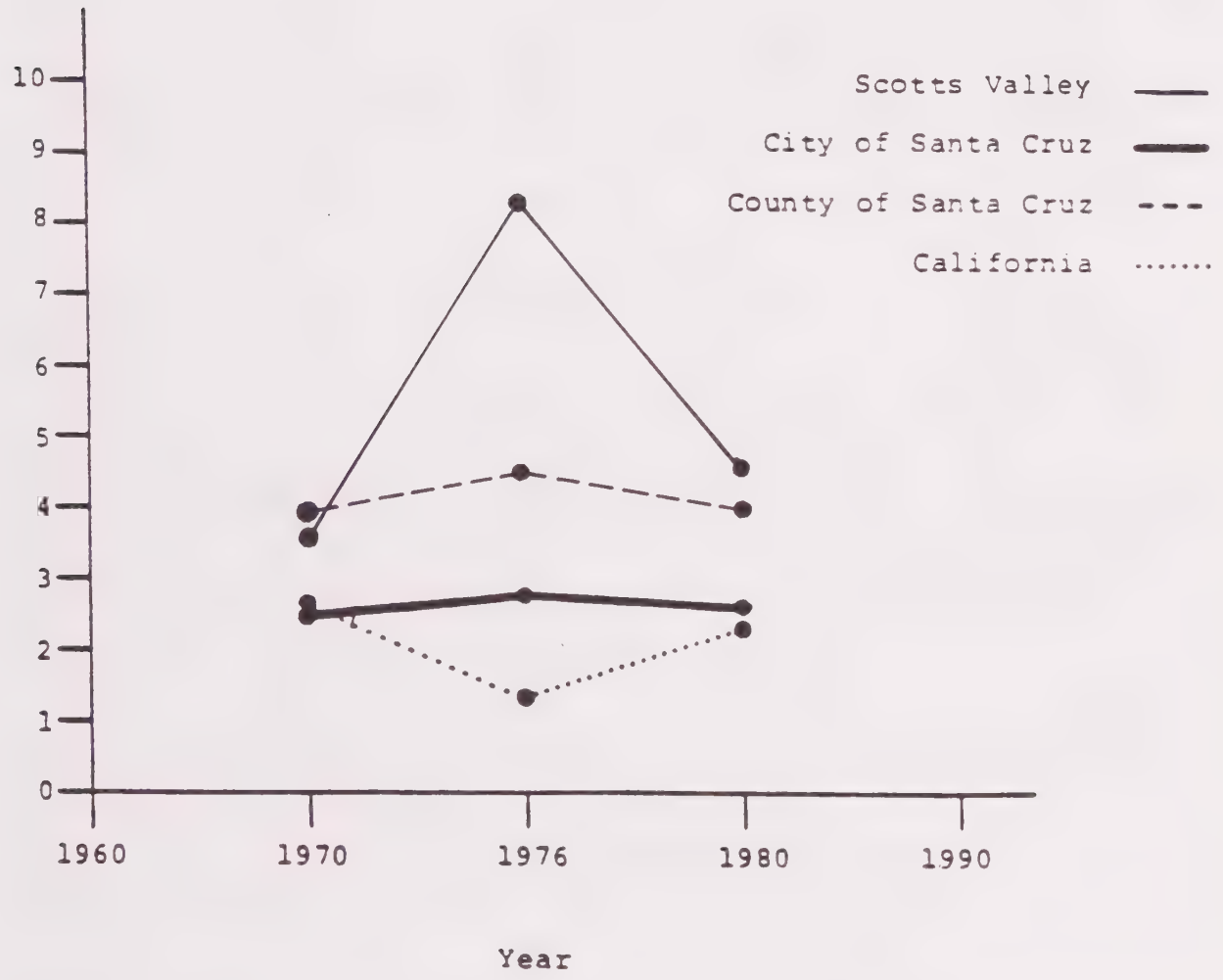
	1960	1970	1976	1980
Scotts Valley	3,437	3,621	5,819	6,891
Increase (%)		5.3%	60.7%	18.4%
Annual Average Growth Rate (%)		3.5%	8.2%	4.3%
City of Santa Cruz	25,596	32,076	37,488	41,483
Increase (%)		25.3%	16.8%	10.6%
Annual Average Growth Rate (%)		2.3%	2.6%	2.6%
Santa Cruz County	84,219	123,790	160,758	188,141
Increase		46.9%	29.8%	17.0%
Annual Average Growth Rate (%)		3.9%	4.5%	4.0%
California	15,717204	19,953,134	21,520,000	23,510,372
Increase (%)		26.9%	7.8%	9.2%
Annual Average Growth Rate (%)		2.4%	1.3%	2.2%

Source: 1960, 1970, 1980 U.S. Census
1976 California Census

For the City of Scotts Valley, factors other than natural population growth (births less deaths) have influenced its population growth. After the City's incorporation in 1966, areas previously subdivided by the County began to develop within the City. Between 1966 and 1976 three senior citizen mobile home parks were developed in the City, adding almost 1,000 new mobile home sites to the City. This may have contributed a large percentage of the overall population increase between 1970 and 1976. As the City's commercial uses and employment base expanded during the late 1970s, the City's population also increased.

TABLE 8

Annual Average Growth Rates



Population Characteristics

Table 10 presents information regarding ethnic composition and age and sex characteristics for Scotts Valley between 1960 and 1980. Ethnic composition in Scotts Valley changed very little from 1960 to 1976, with very few ethnic minorities found within the City's population. Minority population increased by 350% between 1976 and 1980, although ethnic distribution, excluding whites,

TABLE 9

Santa Cruz County Birth/Death Rates

Year	Births	Deaths
1972	1,993	1,520
1973	2,000	1,676
1974	2,032	1,582
1975	2,233	1,619
1976	2,535	1,546
1977	2,584	1,495
1978	2,626	1,497
1979	2,772	1,485
1980	2,969	1,525
1981	3,194	1,573
1982	3,303	Not Available
1983	3,205	1,612

Source: Santa Cruz County Recorders Office

TABLE 10

Scotts Valley Population Characteristics

	1960		1970		1976		1980	
RACE	#	%	#	%	#	%	#	%
White	3418	99.4	3581	98.8	5726	98.4	6440	93.5
Black	3	0.08	5	0.1	11	0.1	24	0.3
Asian	N/A	N/A	N/A	N/A	35	0.5	103	1.5
Spanish	N/A	N/A	N/A	N/A	38	0.6	264	3.8
Others	16	0.4	36	0.9	9	0.1	60	0.9
AGE								
0-5	302	8.7	361	9.9	364	6.0	410	5.9
5-17	680	19.7	823	22.7	1123	19.3	1183	17.1
18-64	1977	57.5	1978	54.6	3371	57.9	4208	61.0
65+	432	12.5	533	14.7	958	16.4	1090	15.8
SEX								
Female	1740	50.6	1852	51.1	2973	51.0	3537	51.3
Male	1697	49.4	1769	48.9	2810	49.0	3354	48.7

N/A -- Not Available

Source: 1960, 1970, 1980 U.S. Census;
1976 California Census

accounted for only 6.5% of the City's total population. Persons of Spanish origin make up over half of the non-white population, followed by persons of Asian background, comprising nearly one-fourth of the non-white population.

The age distribution in Scotts Valley has remained fairly constant over the past 20 years, with slight increases and decreases within each age category. Generally, the percentage of persons 65 years of age and older has increased slowly and steadily. On the other hand, the percentage of persons less than 5 years of age increased between 1960 and 1970, but then decreased by nearly half between 1970 and 1980. The percentage of persons between 5 and 17 years of age has remained between 17% and 22% over the last 20 years. The median age in Scotts Valley remained at 32 for both census years of 1970 and 1976.

The distribution of males and females has also held constant over the last 20 years. There is an approximate 50/50 split between the sexes, with females showing a slight edge over males.

Population Projections

The purpose of population projections is to provide a reasonably accurate picture of anticipated future growth. Projections are important to the planning process as future needs of the City (such as land use designations for housing, commercial and industrial uses, and provision of services) are dependent upon population demands.

There are several methods that can be used to estimate future population levels in Scotts Valley. The three most commonly used approaches include: past growth trends projected forward, current trends for Santa Cruz County, and population holding capacity based on the draft General Plan land use plan. Holding capacity of the Planning Area is discussed in Chapter IV, Community Development. However, that discussion focuses on current holding capacity based on existing zoning designations. Those zoning designations implement the 1978 General Plan land use designations which are different than those proposed in this General Plan. As a result, holding capacity under this General Plan is different than current holding capacity. Holding capacity under this General Plan must be based on residential land use densities rather than zoning designations because zoning regulations that implement this Plan will be developed after it has been adopted.

All of these methods can be useful and all have their limitations. The first two methods are simple but do not explain reasons for past trends or why and if past trends will continue into the future. Also, they are not sensitive to policy changes inherent in a new general plan. Mathematical projections are most useful in establishing a "what if" scenario. The land use capacity method is more sensitive to future conditions as they are affected by policy decisions made by the City.

Because the land use or holding capacity of the City can be controlled by policy decisions and can be made sensitive to existing and future conditions in the Planning Area, in this case, it is the preferred method of making population projections. Updates to the General Plan should be made every five years; these updates can continually assess conditions that affect a desired population goal of the City and policy changes can be made accordingly. For purposes of comparison, historical trend population projections and holding capacity projections are presented.

Past Growth Trends

Based on U.S. Census data for the City, a 10% annual average growth rate occurred during the period 1970-1976, a 4.3% annual average growth rate occurred between 1976-1980, and a 3.5% growth rate took place over the period 1960-1980. The State Department of Finance makes annual population projections for cities in the State. Based on the City's population growth over the years 1970-1980 as estimated by the Department of Finance, an annual average growth rate of approximately 7.5% occurred. In its recent regional housing needs assessment, AMBAG projected a population annual growth rate of approximately 3.4% to the year 1990. Table 11 presents projected year 2000 population levels of the City based on growth rates discussed above.

TABLE 11

Scotts Valley Population Projections

Average Annual Growth Rate	Year 2000 Population
3.4%	13,442
3.5%	13,706
4.3%	15,992
7.5%	29,272
8.2%	33,329

Source: U.S. Census, State Department of Finance, AMBAG

*These projections are based on the 1980 City population of 6,891

Projected Holding Capacity Population

The population holding capacity model looks at the types and amount of residential land available as designated in the General Plan and then projects how many people can be accommodated. Because a general plan's residential land

uses usually permit a range of allowable densities (units per acre), population projections are based on low, moderate, or high intensity development scenarios (the lowest, average, and highest density per each residential designation). The actual development intensity that occurs is guided by General Plan policies and by desired goals of the City. The highest intensity development scenario can be expressed as maximum holding capacity or "build-out."

The normal procedure (there are many variations) for relating residential land use policy to population holding capacity is to:

(a) Measure in acres the land designated for residential use by type.

(b) Calculate the maximum holding capacity of housing units (acres times units per acre) at the low, average, and highest density for each residential designation.

(c) Determine resident population by the assignment of an average number of persons per unit based on unit type.

The following information summarizes the variables a, b, and c for the Planning Area based on residential land uses as designated on the land use plan map (Figure 34). The number of acres in each residential category and the number of units that could be accommodated at the three density levels are as follows:

	Residential Land Use Designation	Residential Land Use Acreage	Development Density (units per Designation) Low	Medium	High
1)	High (9-15 du/acre)	61.0 acres	549	732	915
2)	Medium-High (5-9 du/acre)	117.0 acres	585	819	1,053
3)	Medium (2-5 du/acre)	674.0 acres	1,348	2,359	3,370
4)	Low (2 du/acre)	432.1 acres	864	864	864
5)	Estate (1 du/acre)	488.0 acres	488	488	488
6)	Rural (1 du/2.5 acres)	1,280.8 acres	512	512	512
7)	Mountain (1 du/5 acres)	1,046.2 acres	209	209	209
		4,098.9 acres	4,555	5,983	7,411

The next step in determining holding capacity is to define the occupancy rate per unit type. This was done based on Countywide averages. Persons per household figures utilized are as follows:

High Density	1.95 persons per unit
Medium-High Density	2.25 persons per unit
Medium Density	2.25 persons per unit
Low Density	2.55 persons per unit
Estate	2.85 persons per unit
Rural	3.05 persons per unit
Mountain	3.25 persons per unit

High density and medium density are usually associated with apartment complexes of three or more stories and townhouse development with common open space uses. Low, estate, rural, and mountain densities are associated with single-family units. Some units built at low density may be grouped in attached clusters. By multiplying the number of residential units at the three development scenarios by the persons per household figures noted, three general population holding capacity figures for the Planning Area are derived:

Low Intensity Development	11,500 persons
Medium Intensity Development	15,000 persons
High Intensity Development	18,000 persons

SOCIOECONOMIC SETTING

This section discusses the state of the local economy--that is, growth in employment sectors and the corresponding growth in the labor force. Population characteristics including labor force, employment, housing, personal income, and number of low-income households are indicators of the population's economic well being.

Population characteristics provide a background for understanding employment demand and demographic trends within the City of Scotts Valley (refer to Table 10 in the Demography Section of this document). Scotts Valley population characteristics are compared for the years 1960, 1970, 1976 and 1980. As noted, the City's population size increased at an average annual growth rate of about 8.2% between 1970 and 1976; its population growth rate decreased between 1976 and 1980 to an approximate average annual rate of 4.3%.

Labor Force

The 1980 Census indicates the labor force of Scotts Valley at 2,823 persons. Of this group, 1,140 (40%) commute more than 20 minutes to work. This helps to explain the difference between the low number of jobs and the high number of housing units in Scotts Valley in the 1980 Census. The labor force is made

up of those 16 years and older. Of those employed, 30% commute to Santa Clara, 26% to Santa Cruz, and 24% within the City. Twenty percent of the labor force are either retired or students.

The number of workers in the Planning Area is expected to continue to increase. Figures from the U.S. Census reported that in 1980, the number of workers per household in the Planning Area was 1.26. An increase to 1.31 workers per household is anticipated by the year 2005. If this 1.31 rate is applied to the holding capacity development scenarios, the number of workers in the Planning Area in the year 2005 can be estimated. Multiplying the workers per household rate of 1.31 by the number of households created at the low, moderate, and high intensity development levels results in 6,000 workers, 7,800 workers, and 9,700 workers, respectively, in the year 2005.

The existing labor force in Scotts Valley and Santa Cruz County as a whole continues to grow as a result of both out-of-County commuting, expansion of existing firms and new firms within Santa Cruz County. The recent increase of the electronics industry locating in Santa Cruz County appears to have resulted in an increasing percentage of County and City residents joining the labor force.

Information from the County Planning Department indicates that in every year since 1979, the morning commute-hour traffic from Santa Cruz County to Santa Clara County has increased. The question of reverse commuting was also examined. Surveys indicate that in August 1981, 2,076 vehicles commuted southbound on Highway 17 from Santa Clara County to Santa Cruz County between 6 A.M. and 9 A.M. In May 1983, 2,817 vehicles commuted during the same hours, representing an increase in commuter trips of approximately 35%. Information for commuter traffic during winter months was not available. It is estimated that 22,000 persons County-wide commute to locations in Santa Clara County, and this figure has increased approximately 3% annually since 1980.

Prior to 1979, there were between 800 and 1200 jobs generated by firms within the City of Scotts Valley. During the period of 1979 to 1983, new firms locating within Scotts Valley generated approximately 2,900 jobs (not taking into account the most recent layoffs at Victor Technology and Seagate).

Employment in Scotts Valley is dominated by the electronics industry. Electronics-related employment has become the major job base for the City. There were 1,000 electronics-related jobs either existing or planned in Scotts Valley in 1981. A high percentage of these jobs (approximately 80%) are assembly-related, and therefore not high-paying.

In the 1976 Census, more than 50% of the primary wage earners of a family, were in a professional or managerial occupation. A fairly high percentage (36.3%) of secondary wage earners, were also in professional or managerial positions. A much higher percentage of secondary wage earners (35.1%) than

primary wage earners (4.5%) were in clerical positions. Table 12 shows the general breakdown of occupations for employed residents of Scotts Valley.

There has been a significant increase in the number of managers and professionals living in Scotts Valley. In 1970 only 38.3% of employed males and 25.9% of employed females were in professional occupations, compared with 53.3% and 36.3%, respectively, in 1976.

TABLE 12

Occupations of Primary and Secondary Wage Earners

Occupation	Primary %	Secondary %
Professional, technical and kindred workers	30.7	26.9
Managers, officials and proprietors and farm managers	22.6	9.4
Clerical and related workers	4.5	35.1
Sales workers	8.2	6.0
Craftsmen, foremen and related workers	4.3	5.4
Service workers	8.9	10.8
Farm workers	2.4	1.2
All others	18.4	5.2

Jobs/Housing Ratio

The jobs/housing ratio provides a very general idea of the balance between a jurisdiction's housing supply and the number of jobs available in the jurisdiction. To illustrate the jobs to housing ratio in Scotts Valley and how the ratio may change over time, it was calculated for the years 1979 and 1983. Housing figures are taken from the State Department of Finance records.

In 1979, approximately 1,000 jobs and 2,517 housing units existed in the City. The jobs to housing ratio is thus calculated as:

$$\frac{\text{1,000 jobs}}{\text{2,517 housing units}} = .39 \text{ jobs/unit}$$

In 1983, the number of jobs increased to approximately 3,900 and housing unit numbers increased to 2,812. The jobs to housing ration is:

$$\frac{\text{3,900 jobs}}{\text{2,812 housing units}} = 1.39 \text{ jobs/unit}$$

ISSUES FOR
HUMAN RESOURCES

1. During the decade of the 1970s, Scotts Valley was the fastest growing community in Santa Cruz County, and current trends indicate that Scotts Valley may continue to grow at a rapid rate. How can the City accommodate population growth in ways that fulfill the social, economic, and environmental goals of Scotts Valley, as written in this General Plan?

2. How will the City achieve compatibility between social, economic and environmental goals?

3. How can the City identify and accommodate employment needs of the work force in the Planning Area in order to maintain Scotts Valley's present and long-term economic vitality?

4. What should be the City's role in maintaining or improving economic climate of the Planning Area?

5. What types of residential, recreational, industrial, and commercial developments are suitable for Scotts Valley?

SOCIOECONOMIC

14 GOAL
TO IMPROVE THE PLANNING AREA'S ECONOMIC CLIMATE.

14.1 Objective
Promote diversified development of the Planning Area's economic base.

14.1.1 Policy
The City shall encourage the economic development necessary to generate a variety of revenues for the City.

14.1.1.1 Programs
By January 1987 review and amend applicable zoning ordinances, to give the City greater control in encouraging identified revenue producing business establishments.

14.1.1.2 The City shall establish a program to encourage retail business types not presently in the City to locate here.

14.1.2 Policy
The City should encourage viable and attractive tourist oriented establishments at appropriate locations to contribute to a balanced economy and generate revenues for the City.

14.1.2.1 Programs
By January 1987 amend applicable zoning ordinances to identify visitor-serving uses as permitted or conditionally permitted.

14.1.2.2 Designate specific plan areas of the City for these types of uses.

14.1.3 Policy
The City shall streamline the development review and approval process to promote efficiency and reduce time delays in taking discretionary action on proposed projects.

14.1.3.1 Program
The City shall streamline the permit processing system as a part of the General Plan Implementation Program.

14.2 Objective

Develop strategies to provide for an adequate number of jobs available to local residents consistent with the General Plan.

14.2.1 Policy

The City shall promote new commercial and non-polluting, light industrial development, consistent with the demands of the resident labor force and environmental policies.

14.2.1.1 Programs

Work with appropriate public and private agencies, i.e. local colleges, the Chamber of Commerce, California State Economic Development Commission, and Cal-Assembly Development and New Technologies Committee, to encourage new commercial and non-polluting, light industrial land uses.

14.2.1.2 Amend the zoning ordinance to include appropriate permitted and conditional commercial and non-polluting, light industrial land uses.

14.3 Objective

Strive to improve local residents' abilities to compete in the regional labor market.

14.3.1 Policy

The City shall encourage the development of vocational, business development, and career training programs.

14.3.1.1 Program

According to availability, make City facilities available for these programs.

14.3.2 Policy

The City shall strive to create an environment which opens its job market to the maximum number of people.

14.3.2.1 Programs

During the permit process, the City shall carefully review all aspects of the environment in which employees congregate for any reason to assure that these areas are completely useable by handicapped personnel.

14.3.2.2 The City shall amend the Business License Fee Ordinance to waive the employee portion of the fee for handicapped employees.

14.3.2.3 In commercial and industrial developments in which it can reasonably be assumed that over 500 employees will be located, the City shall require as a condition of development that they establish day care facilities.

CHAPTER IV

COMMUNITY DEVELOPMENT

COMMUNITY DEVELOPMENT

The community development component of the General Plan discusses current land use, zoning and holding capacity, public services and facilities, transportation, and housing. These subjects are the major considerations that affect the spatial distribution of human activities and the infrastructure needed to support them. Community development encompasses the environment built by man.

The land use analysis examines the pattern of existing development; that is, it examines the extent and location of land developed with various uses. Existing zoning is the implementation tool for land use. Zoning law regulates the permitted uses and densities of all land in the City. The current holding capacity analysis examines the availability of vacant land for various development uses and provides an estimation of total development potential under existing zoning. The adequacy of services and infrastructure is analyzed and the transportation section describes the City's transportation network. The housing needs analysis describes characteristics and trends in housing supply and conditions related specifically to the housing needs of low-income households.

EXISTING LAND USE

Before a revised land use plan can be developed, it is necessary to understand the pattern of existing land use and the extent and location of developed and vacant land uses. Data generated as part of this section will be used to determine development potential of vacant lands under existing zoning. Data in this section was assembled from updated City land use maps, building permit records, aerial photographs, assessor's parcel books, and windshield surveys. Figure 21 shows the existing land use pattern for the Planning Area, and Table 15 indicates the approximate acreage in each land use category.

Existing Land Use in the Unincorporated Area

Residential

Residential land uses total approximately 1,449.1 acres or about 54% of the unincorporated area. This land acreage is all single-family residential, with the majority located on large lots.

Agricultural

Agricultural land uses in the unincorporated areas of Scotts Valley represent the second largest land use. All together, 305.9 acres (about 11.5% of the unincorporated area) are devoted to grazing, farming, animal husbandry, and other related agricultural uses.

TABLE 15

Scotts Valley Existing Land Use (in acres)

Land Use Category	Unincorporated Areas	Incorporated Areas	Total
Residential	1,449.1	968.9	2,418.0
Agricultural	305.9	163.4	469.3
Industrial	238.9	144.0	382.9
Commercial	2.4	140.4	142.8
Public/Quasi-Public	71.4	204.5	275.9
Vacant	602.4	1,058.8	1,661.2
Totals	2,670.1	2,680.0	5,350.1

Source: Scotts Valley Community Development Department, 1983

Industrial

Industrial land uses total 238.9 acres or 9% of total unincorporated area and generally include manufacturing, warehousing, wholesale operations and mineral extraction. The largest single industrial operation in the Planning area is the Kaiser Quarry, located at the eastern edge of the Planning Area south of Mt. Hermon Road.

Commercial

In total acreage, this is Scotts Valley's smallest land use category. There are approximately 2.4 acres committed to commercial uses; this land use constitutes less than 1% of the land uses in the unincorporated area.

Public and Quasi-Public

These uses total 71.4 acres or about 3% of the unincorporated lands. Uses generally included in this category are educational and religious facilities, community halls, recreational/cultural facilities, and public buildings.

Vacant Lands

Lands which are generally vacant total 602 acres or approximately 22.5% of the total unincorporated lands. These areas include lands which are unimproved or not used for any specific purpose.

Existing Land Use in the Incorporated Area

Residential

Residential uses include both single- and multiple-family residences, apartment units, and mobile home parks. These lands total 968.9 acres or about 36% of the City area.

Agricultural

Within the City there are approximately 163.4 acres or about 6% of City lands used for agricultural and related purposes. The three major agricultural land use areas are located north of the former Skypark Airport site, on the east side of Highway 17 above the Mt. Hermon/Highway 17 interchange, and along the northern boundary of the Planning Area.

Industrial

Industrial uses total 144 acres or approximately 5% of the total City lands. These uses make up the fifth largest land usage in the City. The major heavy industrial land use in the Planning Area is the Kaiser quarry (which is not within the city limits), while the primary light industrial uses are high tech, computer research and development oriented.

Commercial

Commercial uses total 140.4 acres or about 5% of City lands. The commercial category includes retail stores, personal services, professional offices, restaurants, hotels and motels, and shopping centers.

Public and Quasi-Public

These uses total 204.5 acres, or about 8% of City lands, of which schools and parks make up the majority of the land usage. Other public and quasi-public land uses include the old and new city halls, post office, fire department and water district office.

Vacant Lands

Approximately 1,058.8 acres of City land are vacant. Vacant lands represent the largest land use category within the City, comprising about 40% of the total incorporated land area.

CURRENT HOLDING CAPACITY

This section examines the availability of vacant land for various development uses and provides an analysis of the City's current holding capacity under 1984 zoning regulations. The term "holding capacity" refers to the sum of existing development and potential development allowable under current land use regulations. Holding capacity evaluation is an integral part of a general plan revision. It is important to determine development potential under the existing land use and regulatory systems of a jurisdiction so that decision makers and the public can assess the relative increase or decrease in growth proposed in the revised General Plan.

Current holding capacity provides a general indication of development levels if every parcel in the Planning Area were developed to the extent permitted under current zoning. Lands exceeding 40% slope are not considered to be buildable. Depending on the results of the holding capacity study, it may be desirable, in the revised General Plan, to increase or restrict the amount of land available for various uses. Figures presented in this analysis represent ultimate buildout under current (1984) zoning regulations.

Development Constraints

Aside from economic variables, governmental regulation and environmental factors are the major constraints to land development. Regulatory constraints, primarily formulated by local government, determine the acceptable type and intensity of allowable land uses. Although there are many different types of land use regulations which could be considered in the estimation of development potential, the major regulatory constraints are the policies of the General Plan and the zoning ordinance. In Scotts Valley, policies of the existing General Plan are augmented by conditions of a general plan update or revision time extension granted by the State Office of Planning and Research (OPR). Provided for under State law, the OPR conditions are interim policy additions to the General Plan which insure that land use decisions made in Scotts Valley during the General Plan update revision period are consistent with State law. Once the revised General Plan is adopted, the extension conditions will no longer be necessary.

Environmental factors are the other major constraint to land development. In many ways, environmental and regulatory constraints are very closely related and often overlap. For the purposes of the section, however, it was not possible to quantify the reduction in development potential which could result from the presence of environmental constraints such as flood hazards, landslide and seismic hazards, lack of vehicular access, fire hazards, water availability problems, and the ability of soil to accept septic system effluent.

Methodology

In order to estimate holding capacity, data is required regarding both existing and potential development. Information on existing development was obtained through review of existing County and City land use maps, building permit records, aerial photographs, windshield surveys, and personal contacts. After this data was compiled, development potential on vacant lands zoned for residential, commercial, and industrial uses was assessed. Zoning was chosen as the method for determining development potential because it is the principle means for implementing the General Plan. Use of zoning designations is appropriate because every parcel of land is located in a specific zoning district with definable boundaries. This allows for effective mapping and estimation of allowable development.

The following assumptions were made in calculating holding capacity:

1. All parcels would develop in accordance with the use and minimum building-site requirements of current zoning.

2. No development would occur on lands already developed to the maximum allowable intensity under zoning, nor would development occur on public lands, scenic easements, or open space lands.

3. Except for lands exceeding 40% slope, environmental constraints to development would not be considered at this time. Because much of the Planning Area consists of mountainous terrain, slope constraints should be considered.

Scotts Valley Ordinance Title 17 is the zoning ordinance for the City. It sets forth the requirements for each zoning district. There are 14 basic zoning districts in the City. Each one has a varying number of categories within it. Figure 22 illustrates existing zoning in the Planning Area. Of these basic districts, only 7 were used in this analysis. These seven basic zoning districts, and their sub-categories, are shown in Table 16.

Vacant lands in the Planning Area were identified from a map (scale of 1" = 1,000') depicting existing land uses. After locating them, acreage and current zoning for the vacant lands was determined. Acreage estimates were made using a scale of one inch to 1000 feet. All acreage estimates are approximations only.

Once the basic zoning districts were identified, the allowable use for the vacant land in that district was determined. In areas zoned for residential use, minimum building site information was used to determine the allowable number of building sites. For example, if an area 40 acres in size is vacant and zoned RA (the RA designation requires a 1 acre minimum building site), then a development potential of 40 single-family dwellings was assumed.

The total number of residential building sites can be multiplied by a population per household factor in order to project a total potential population

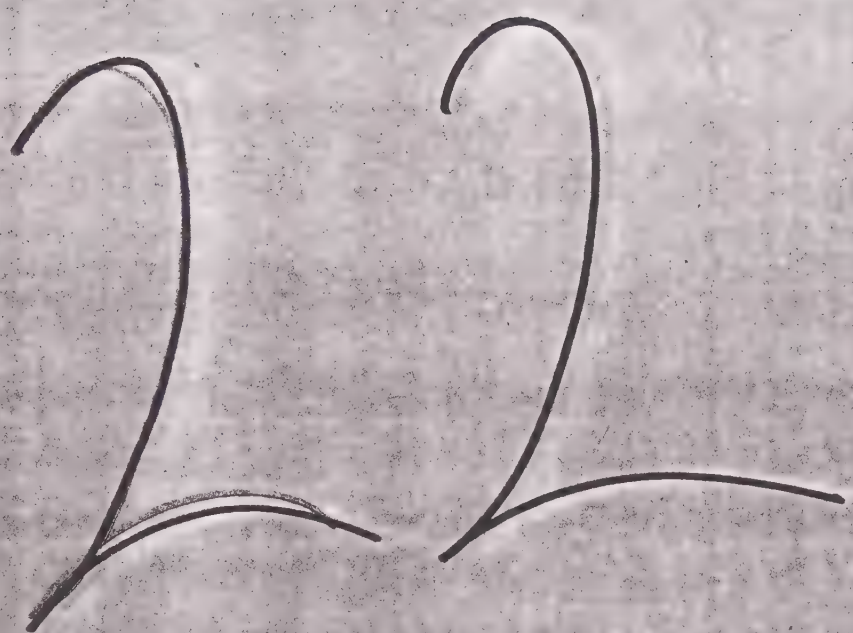


TABLE 16

Scotts Valley Zoning Categories

Category	Zoning District	Permitted Uses
Residential	R-1-10	Single-family dwelling 10,000 sq. ft. minimum lot size
	R-1-20	Single-family dwelling 20,000 sq. ft. minimum lot size
	HR	Single-family dwelling 20,000 sq. ft. minimum lot size
	RA	Single-family dwelling one acre minimum lot size
	RM-3000	Multiple-family residential 3,000 sq. ft. per unit
Agricultural	A-1/2	Single-family dwelling 2.5 acre minimum lot size
	A5	Single-family dwelling 5 acre minimum lot size
Recreational	REC	Parks, Golf Courses, and Residential
Industrial	M-1	Light Industrial
	M-2	Heavy Industrial
Commercial	C-1	Neighborhood Commercial
	C-2	Community Commercial
	C-3	Service Commercial
	OR	Single- and multiple-family dwelling combined with professional offices

Note: The Zoning Ordinance should be referred to for a comprehensive listing of uses in any given zoning district.

increase. Because such factors are only applicable to residential development, potential for commercial and industrial development is shown only as total vacant acreage available for development.

Development Potential

In order to quantify development potential, two types of data are presented. There are approximately 606 acres of buildable vacant land in the City of Scotts Valley, and approximately 244 acres of buildable vacant land in the unincorporated portion of the Planning Area. Vacant land acreage is distributed into zoning districts as shown in Table 17. Vacant land with a slope of 40% or more is not included in the table.

TABLE 17

Development Potential -- Vacant Lands

Incorporated Areas

Zoning	Acres	Dwelling Units
R-1-10	61	266
R-1-20	29	63
HR	260	566
RM-30	21	305
A-2 1/2	77	31
C-1	8	0
C-2	41	0
C-3	54	0
OR	2	29
M-1	33	0
M-22	0	0
TOTAL	606	1260

Unincorporated Areas

Zoning	Acres	Dwelling Units
R-1-10	28	122
HR	5	11
RA	126	126
A-2 1/2	80	32
A-5	5	1
TOTAL	244	292

Source: Environmental Management Consultants, Monterey, 1984.

The zoning designations for the unincorporated portions of the Planning Area were obtained from the County in late 1983. Since that time, the County's zoning districts have been revised. As a result, holding capacity in the unincorporated portions for the Planning Area may have changed, but not significantly. The County now uses a matrix to determine allowable densities in rural residential zoned areas. The matrix assesses environmental constraints present in a particular area, then determines allowable density based on those constraints. The new matrix has not been applied to all of the unincorporated portions of the Planning Area, so the former zoning designations were retained to calculate holding capacity.

Table 17 shows that potential development under current zoning for the entire Planning Area could consist of 1,552 residential units and 158 acres of commercial and industrial uses on a total of 850 acres. Population for the Planning Area would be increased by approximately 3,890 persons (1980 Census determined 2.53 persons per housing unit) under current zoning.

Total Holding Capacity

Total holding capacity consists of existing development plus development potential; it is detailed in Table 18. The total residential holding capacity for the Planning Area is 4,325 units. Total commercial capacity is 228 acres, and total industrial capacity is 190 acres.

TABLE 18

Total Holding Capacity for the Planning Area

Category	Existing	Potential	Holding Capacity
Single-Family Residential	2,390 units	1,218 units	3,608 units
Multiple-Family Residential	383 units	334 units	717 units
Commercial	113 acres	105 acres	218 acres
Industrial	137 acres	53 acres	190 acres

Source: Environmental Management Consultants, Monterey, 1984.

The Scotts Valley Planning Area would experience a population of 10,942 under the current holding capacity methodology. Land use decisions for this General Plan Update Program will alter the existing total population holding capacity of the Planning Area.

As discussed in Chapter III under "Population Projections," the proposed land use plan differs from the existing land use plan in the amount and density of residential development permitted. Under the proposed land use plan, residential development is discussed in terms of low, moderate, or high intensity, depending on the density at which new residential units are constructed. The population holding capacity of the Planning Area for low intensity residential development would be approximately 11,500 people, at moderate intensity it would be about 15,000 people, and at high intensity, the population holding capacity is estimated at 18,000 people. Please refer to Chapter III for a thorough discussion of this subject.

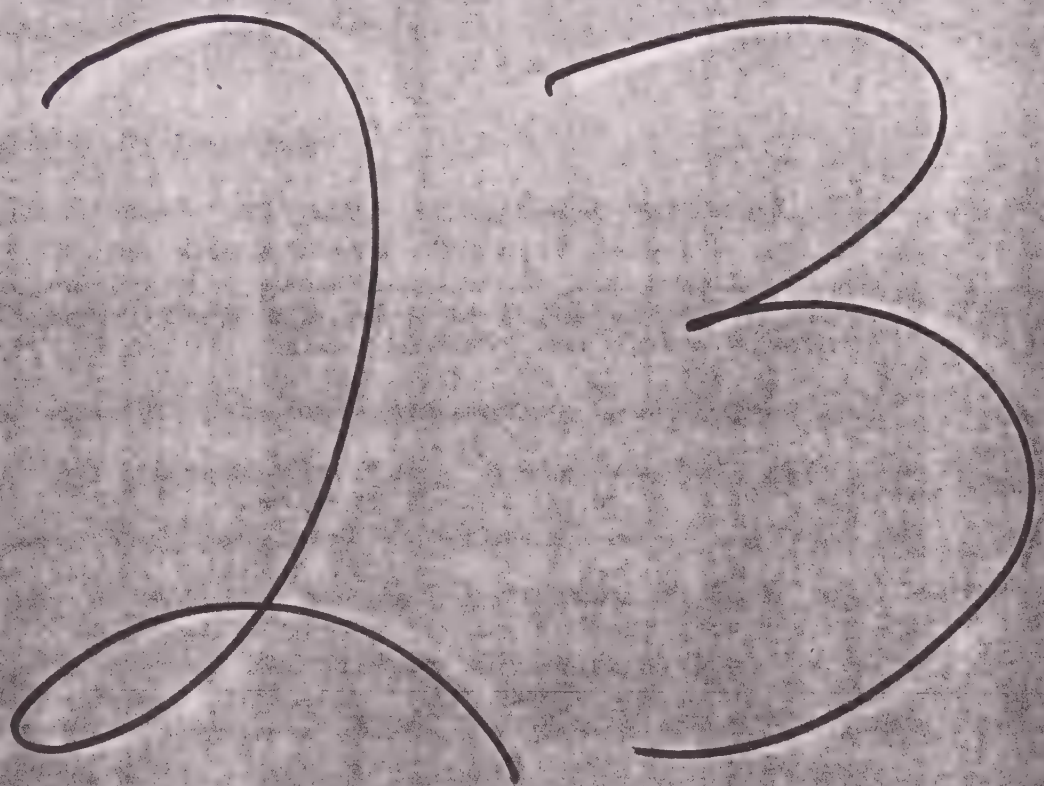
PUBLIC SERVICES AND FACILITIES

This section addresses the major services and facilities provided in Scotts Valley. It begins with a general inventory of public and private services, such as police and fire protection, health and medical services, and educational services. There will also be a description of existing parks and recreational facilities, water services, wastewater treatment, solid waste disposal, and electrical transmission. It concludes with a description of radio, television and telephone communication facilities.

Information was obtained from State, County, and City government officials, private organizations, and staff surveys of other departments and agencies. The location, development, and expansion of public services and facilities will guide Scotts Valley's future. Each new or expanded service and/or facility must be examined for its relationship to other major services and facilities. When the functions of two or more services and/or facilities overlap one another it may be desirable to merge them for greater administrative and economic efficiency. The extent and level of some services are dependent on the existence of others. Figure 23 identifies public facilities in the Planning Area.

Government Facilities and Services

Most of Scotts Valley's functions are administered from the City Hall building on Kings Village Road. Two other sites provide facilities for City functions. They are the corporation yard and the new City Hall. A trailer adjacent to City Hall houses the Finance Department.



Administrative Management

Functions. The City of Scotts Valley was incorporated as a general law city in 1966. The City operates under the council/administrator form of government with legislative responsibility residing with an elected City Council of five members. One of the members of the City Council is elected by the others to serve as mayor. The City Council appoints the City Administrator and all of the City's department heads, including:

City Clerk (dual position held by City Administrator)
Public Works Coordinator
Police Chief
Finance Director
City Engineer (dual position held by City Administrator)
Community Development Department
Personnel Director (dual position held by City Administrator)

The services provided by the administrative management unit of the City, include providing overall legislative and policy direction and administrative direction, to the entire City organization.

Current Conditions. The Administrative Department is located in the old City Hall building. The old City Hall building is approximately 3,500 square feet in area. Staff consists of two to three persons.

Current Needs. The staff is at the minimum necessary to carry out its duties. Staff should be enlarged as work loads increase and levels of efficiency begin to decline. Also, adequate office space is needed (i.e., the new City Hall).

Finance Department

Functions. The services provided by the Finance Department support all other City departments and the City Council. The Finance Director serves as the City's chief financial officer. The financial officer performs the treasury functions, including investment of idle funds, and preparation of reports to the State. The officer also serves as the City's purchasing agent. The Department maintains all of the City's financial records which include: billings, cash flow, authorized expenditures, payroll, insurance programs and retirement activities. The department also maintains financial records for various grants and assessment districts. The Finance Department maintains personnel files for all City employees and maintains office supply material.

Current Conditions. The Finance Department is located in a trailer adjacent to City Hall. They utilize two micro-computers, and a Burroughs F-1400, and various pieces of office equipment. The Department is staffed by four people.

Current Needs. Office space is a primary need at the present time.

Community Development Department

Functions. This department is responsible for two primary functions: (1) the City's orderly growth and conservation and (2) the assurance of safe buildings and structures within the City. To carry out these functions, the Community Development Director oversees both the Planning and Building Divisions.

Planning Division. Working with the Design Review Board, Planning Commission, and the City Council, the Division reviews specific development projects for conformance with the City's General Plan and Zoning Ordinance, and for compliance with the California Environmental Quality Act and the Subdivision Map Act.

Building Division. The Building Division is responsible for the enforcement of the Uniform Building Code, zoning ordinance, and other related codes and regulations. It carries out this responsibility, by reviewing and checking building plans and specifications submitted for permits, and by field inspecting buildings and structures for compliance with applicable laws.

Current Conditions. The Community Development Department has its office at the old City Hall. It has a staff of five: a director, an assistant planner, two building inspectors, and a clerk secretary.

Current Needs. Additional office space is needed and the current minimum staff level should be increased.

Police Department

Functions. As with other police agencies, the basic responsibility of the Scotts Valley Police Department is the protection of life and property within the city limits. The department enforces State laws as well as local ordinances. In addition to serving as the department head and chief law enforcement officer, the Police Chief acts as the City Administrator in the event that the City Administrator position is vacant.

Current Conditions. The Police Department shares the City Hall building with other City departments. It currently has a 17-person staff, eight patrol cars, and one motorcycle.

Current Needs. Staff levels are critically low. The department has been operating at the same level for the past six years. Staff personnel levels and equipment capabilities should be increased. Also, a holding cell is needed.

Public Works Department

Functions. The Public Works Department is responsible for engineering, inspection, construction and maintenance of all City facilities and mechanical equipment. The responsibilities of the department are summarized below.

Administration. Through the Public Works Director, the department insures that City streets, equipment, and facilities are properly designed, constructed and maintained.

Engineering. The Engineering Division is responsible for the design and construction of City facilities, whether provided as a result of City projects or constructed in conjunction with private development. The division has the overall responsibility of assuring that the City's development standards regarding public facilities are met.

Street Maintenance. This division is responsible for the maintenance and repair of City streets, traffic control devices, and storm drain systems. The division also manages street cleaning operations.

Wastewater Operations. The Wastewater Operations Division is responsible for the operation of the City's Wastewater Treatment Plant, and for the maintenance of the wastewater collection and effluent system.

Parks and Recreation. Maintenance of City-owned parks is a responsibility of the department, but it does not have separate staff to perform such maintenance. Staff of the Streets Division provides limited maintenance service at the one developed park site.

Vehicle Maintenance. This activity is a responsibility of the Street Maintenance Division and encompasses the maintenance and repair of all City vehicles and equipment.

Current Conditions. The Public Works Department utilizes office space in the old City Hall, the wastewater treatment plant, and the corporation yard (vehicle maintenance).

The full-time staff assigned to the Public Works Department is allocated as shown below:

Engineering:	City Engineer (1/3 allocation of City Administrator)
	Assistant Public Works Director
	Engineering Aide
	Secretary (1/2)
Street Maintenance:	Public Works Director
	Foreman
	Maintenance III
	Maintenance II (2 positions)
	Equipment Mechanic
	Assistant Mechanic

Wastewater Operations:	Supervisor Operator III Operator Trainee Laboratory Technician Secretary (1/2)
Parks and Recreation:	None

Current Needs. The Department does not have sufficient staff to perform its responsibilities. Also, additional office space is needed to adequately house the staff.

Planning Commission

Functions. The five-member commission is appointed by the City Council to make recommendations on planning matters. The Planning commission is responsible for carrying out planning policy directed by the City Council.

Current Conditions. The Planning Commission meets in the new City Hall two times a month.

Current Needs. Existing conditions are adequate.

City Council

Functions. Five members elected at large for four-year terms. One of the members of the City Council serves as Mayor upon election by the entire Council. The City Council is responsible for policy making and all of the City's legislative activities.

Current Conditions. The City Council meets in the new City Hall every other Wednesday night.

Current Needs. Existing conditions are adequate.

Police Protection Services

All of Scotts Valley relies on a high level of personal and property protection. This is best insured through an adequate number of well-trained law enforcement personnel, modern facilities and equipment, and inter-agency coordination and cooperation.

There are three law enforcement agencies operating in Scotts Valley. These include the Scotts Valley Police Department, Santa Cruz County Sheriff, and the California Highway Patrol.

Law Enforcement Agencies in Scotts Valley

Scotts Valley Police Department. Since the Scotts Valley Police Department is the area's chief law enforcement agency, its powers, duties and service capabilities are presented in detail below.

Organization. The Police Department is divided into three different divisions. These are the Patrol, Investigations, and Services Divisions. As with other police agencies, the basic responsibilities of the Scotts Valley Police Department is the protection of life and property. The Department enforces State laws as well as local ordinances. Responsibilities include patrol services, traffic enforcement, investigations, staff training, and development and administration of the reserve officer program.

The Patrol Division is responsible for providing basic law enforcement services to the community. The division is staffed with two sergeants, five patrol officers, and one traffic officer. The Lieutenant also serves on patrol duty as a supervisor on weekends, and as necessary as a patrol officer. The objective of the department is to provide a two-beat system in the City on a 24-hour, seven-day basis. This two-beat system, would assure that a minimum of two officers are on duty at all times, and that one officer would always be available to provide backup assistance to the other. With existing staffing levels, the two-beat system is possible for all but a few off-peak hours.

The Investigations Division is directed by a Lieutenant. The Chief of Police may assist the Lieutenant on major cases. The division is staffed by one detective and one juvenile officer. The division provides follow-up investigation services, after initial investigation by the Patrol Division. Division activities include crime scene investigation, lab work, and spot investigation work. The juvenile officer handles all juvenile cases and provides some clerical services for the department. Communication dispatch is provided on a 24-hour basis, seven days a week. Dispatchers also use data terminals to provide information to the department and to the public. Emergency calls are referred to the Scotts Valley Police Department by the County Communications Center.

Personnel. The Scotts Valley Police Department is staffed by twelve sworn personnel and five non-sworn personnel.

Facilities. The Police Department has office space in the old City Hall. Jail facilities used by the department are located at the Santa Cruz County Jail in the City of Santa Cruz.

Cooperative Agreements. The Police Department has both formal, and informal assistance agreements, with the Santa Cruz County Sheriff and the California Highway Patrol. Assistance may range from immediate help with an emergency problem, to large or complicated criminal investigations.

Crime Statistics. Overall, crime in Scotts Valley has decreased 3% in the past year (1983), as detailed in the Scotts Valley Police Department Annual Activity Report. The State officer to population ratio, is two officers per 1,000 population. Presently, the City has approximately 1.74 officers per 1,000 population. Average response time of officers to the scene of an incident is 3.36 minutes. Three crime target areas can be identified: 1) residential, 2) commercial, and 3) industrial. Residential areas have the highest crime rate; industrial has the lowest. Traffic law enforcement presents the greatest problem in terms of police requirements and this problem is increasing in severity.

The State Office of Planning and Research has suggested that cities examine how land use planning and design concepts can be used to reduce the potential for serious crimes. Recent statistics, for example, indicate that there are fewer burglaries of homes on cul-de-sacs and dead-end streets, than on through streets. One of the design concepts suggested by the State is "defensible space." Defensible space means that areas of high crime activity such as parking lots, outdoor recreation spaces, external lobbies, and stairways are identified and designed for maximum visual exposure.

Needs. Current and anticipated needs of the Scotts Valley Police Department include:

1. increase of the current staff level in order to maintain adequate protection

2. provision of adequate space for the department

3. construction of a holding cell

Santa Cruz County Sheriff. The Sheriff's Department provides police service to the unincorporated areas of Scotts Valley. The Sheriff's Department offices are located in Santa Cruz.

California Highway Patrol. The Highway Patrol has jurisdiction over and law enforcement powers on all County roads, freeways, and State highways. The Highway Patrol is particularly concerned with the enforcement of vehicle codes and traffic safety.

Fire Protection Services

Fire protection is an essential public service. Unchecked, fire poses a danger to both life and property. The level of need for fire protection is based on such factors as the nature and extent of activities within developed areas, population density, and wildfire hazards.

Fire protection services involve fire prevention and fire fighting. Fire prevention involves the elimination of fire risks (danger to people) and fire hazards (danger to property). More specifically, fire prevention includes

programs such as weed abatement, controlled burning, public education, and enforcement of building, zoning, and subdivision regulations as they relate to fire safety.

Fire fighting, also called fire suppression, involves deployment of personnel to the scene of a fire. Success depends on adequate equipment, personnel, training, water supply, and inter-departmental coordination. Successful fire fighting also depends on adequate access and compliance with structural fire safety regulations.

Provision of Fire Protection

The Scotts Valley Planning Area receives fire protection service from the Scotts Valley Fire District and the California State Department of Forestry. Fire District boundaries of the Scotts Valley Fire District are shown in Figure 24.

It is interesting and important to note that the provision of fire services by any jurisdiction is not required by State law. The State of California Government Code Section 850 specifies that, "Neither a public entity nor a public employee is liable for failure to establish a fire department, or otherwise provide fire protection service." This means that fire services desired by a community must be provided by that community through a special assessment district or through a volunteer fire company.

Fire Protection District. The Scotts Valley Fire District is the primary agency providing fire protection for Scotts Valley. The Scotts Valley Fire District provides service in both incorporated and unincorporated areas. The District also has a mutual aid agreement with fire protection providers in other areas.

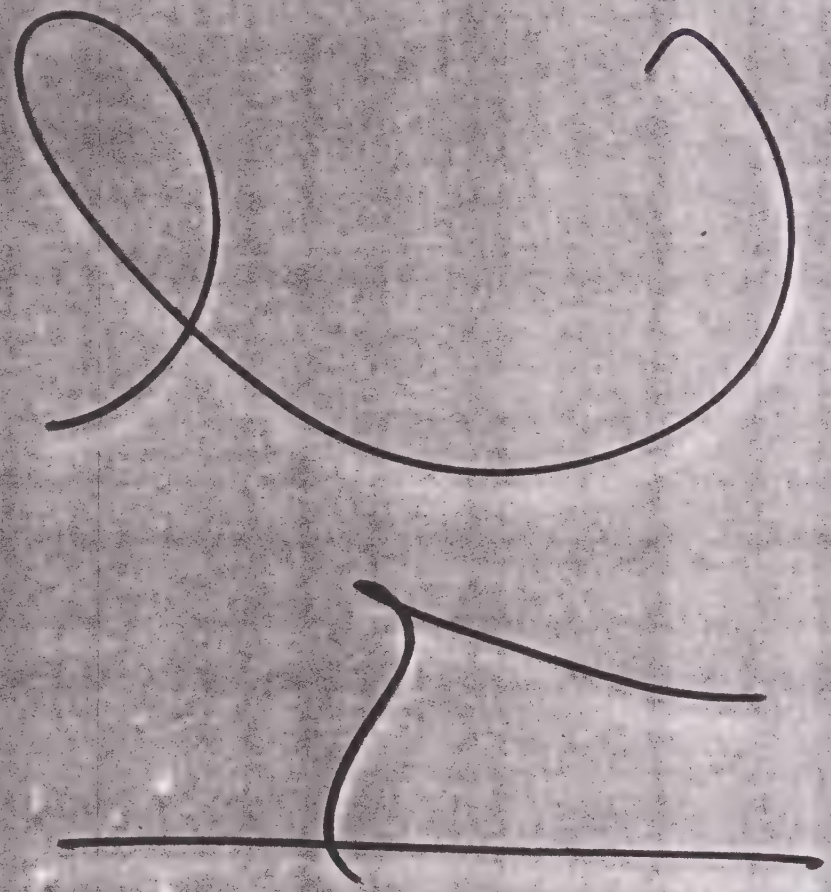
Other Fire Protection Services. The California Department of Forestry provides wildland fire protection in the Scotts Valley Planning Area.

Fire Protection Facilities

The Scotts Valley District Headquarters is located on Erba Lane; it is the District's only fire station. The Scotts Valley Fire District currently is staffed by 17 full-time personnel and 18 volunteer personnel. The District's equipment consists of one engine with a 1,500 gpm pumping capacity and an elevated water tower, two engines with 1,000 gpm pumping capacities, one tanker with a 750 gpm pumping capacity, 2,000 gallon tank truck, one rescue unit, and one utility unit. The California Department of Forestry maintains a station in Felton.

Fire Protection Insurance Rating

The adequacy of fire protection services in Scotts Valley is assessed by the Insurance Services Office (ISO) of California. The ISO conducts an evaluation



of fire department equipment and staff, alarm systems, water supply, and fire prevention and inspection programs to determine a reasonable basis for assessing fire insurance premiums.

The evaluation is expressed in a rating system known as the ISO rating. The rating is on a scale of 1 to 10. Points are subtracted based on deficiencies found within the district. A rating of one signifies the highest level of protection, while a rating of ten means that the area is essentially left unprotected. The ISO rating for the incorporated areas of Scotts Valley is a six. The unincorporated areas have a rating of eight.

Health and Medical Services

Adequate health and medical facilities are an essential ingredient to the quality of life within Scotts Valley. The major health problems of today require a wide range of professional facilities and services. Increasing population, a growing proportion of elderly persons, and major advances in medical and surgical techniques have all contributed to a broadening of medical services and facilities on a nationwide basis.

This section discusses the ranges of services available to Scotts Valley.

Acute Care Hospitals

An acute care hospital provides short-term, in-patient care. Services include surgical, pediatric, psychiatric, obstetrical, and other specialized types of medical services.

The Dominican Hospital and the Community Hospital are both located in Santa Cruz, and serve residents of Scotts Valley. The Dominican Hospital has 150 beds and the Community Hospital has 180 beds.

The Watsonville Community Hospital is also located in Santa Cruz County. It has 110 beds and will soon be expanded to 121 beds.

Acute Care Mental Health Facilities

Mental health care services are designed to aid in managing or reversing undesired mental conditions of various degrees of severity. The term "mental illness" or "mental disorder" refers to a variety of clinically defined syndromes which include disturbances in thought processes, judgment, perception, mood, and socially appropriate behavior.

The Star Lodge Hospital in Scotts Valley is a licensed acute psychiatric facility. It currently has 20 beds and will expand to 27 in the near future. The facility presently operates at capacity.

Services Provided

The Scotts Valley Medical Clinic provides general medical out-patient services only. There are five family physicians on duty from 8:00 to 5:00, Monday through Friday, with no emergency facilities.

Ambulance service for the Planning Area is supplied by the Santa Cruz Ambulance Company from three locations:

1. between Felton and Ben Lomond
2. 41st Street in Santa Cruz
3. Ocean Street in Santa Cruz (headquarters)

Education Facilities

An educated and informed citizenry is considered essential to the functioning of society. Modern technology and business have placed a premium on education. This section discusses the public and private educational facilities provided for Scotts Valley.

Essentially, all of the Scotts Valley Planning Area is served by three school districts: Scotts Valley Union School District, Santa Cruz High School District (Harbor High and Soquel High), and the Cabrillo Community College District.

Average daily attendance records for the Scotts Valley Union School District are shown in Table 19; these figures include all three schools in the District.

Public Elementary Schools

The Scotts Valley Union School District serves the entire Scotts Valley Planning Area. Within this district, there are two elementary schools: Vine Hill School (K-6) and Brook Knoll School (K-6).

Vine Hill School is located on a 10.1-acre site. It has a current enrollment of 529 and a capacity of approximately 500 students.

Brook Knoll School has a current enrollment of 324 and a 525 enrollment capacity. It is located on a 9.2-acre site outside the Planning Area's northern boundary.

The district also owns a 20-acre site west of Glenwood Drive. The final disposition of this property is uncertain at this time. When needs and resources of the district are further identified and refined, a final decision on this land will be made.

TABLE 19

Scotts Valley Union School District Enrollment Information

School Year	Number of Students	Increase/Decrease
1973-74	1,541	
1974-75	1,569	+ 28
1975-76	1,578	+ 9
1976-77	1,595	+ 17
1977-78	1,486	-109
1978-79	1,372	-114
1979-80	1,362	- 10
1980-81	1,288	- 74
1981-82	1,241	- 47
1982-83	1,251	- 10
1983-84	1,184	- 67
1984-85	1,116	- 68
1985-86	1,105	- 11
1986-87	1,076	- 29
1987-88	1,077	+ 1
1988-89	1,068	- 9

Source: Scotts Valley Union School District

Public Intermediate School

Scotts Valley Junior High School is located on a 9.9-acre site in Scotts Valley. The current enrollment is 327 students and has a capacity of 625 students.

Enrollment. Enrollment figures show a large drop between 1976-77 and 1977-78. This decrease has continued until the present and is projected to continue until 1987-88. This decline may reflect a cycle of a particular age group passing through the system. These figures reflect a trend towards smaller family size as noted in the Human Resources section of the General Plan.

Public High Schools

There are two high schools in the Santa Cruz High School District that serve the Scotts Valley Planning Area: Soquel High and Harbor High.

Soquel High is located in Soquel. It has a current enrollment of 1,500 students, and a capacity of 1,600 students. The school is on a 55-acre site.

Harbor High is on a 47-acre site in the City of Santa Cruz. It has a current enrollment of 1,146, with a capacity of 1,205 students.

Community Colleges

Cabrillo College in Santa Cruz offers residents in Scotts Valley various two-year degree programs and vocational training classes. Its current enrollment is approximately 10,000, and it has no on-campus dorm facilities. Classes run throughout the year.

University

The University of California at Santa Cruz offers courses in undergraduate, graduate and extension programs. It has a current enrollment of 6,800, which is its maximum. The University also has on-campus dorms which can accommodate approximately 4,270 students. The University offers courses during the entire year.

Private Educational Facilities

Private educational facilities offer an alternative to public education and are therefore taken into account here.

Baymonte Christian School in Scotts Valley offers classes from preschool level to grade twelve. The current enrollment is 375, with a 500 student capacity. The school is in operation from September until June.

Bethany Bible College offers religious programs at the college level. The college has a current enrollment of 484 students, 330 of whom live on campus. Campus housing is at capacity. Classes run from September to July. The school is considering relocating, but the disposition of the existing facility has not been determined.

Park and Recreation Facilities

This section provides a detailed accounting of existing public and private parks and recreation facilities in Scotts Valley. The total park acreage by recreation providers is shown below:

Total Acres of Parks and Recreation Facilities
by Recreation Providers

Provider	Total Acres
Siltanen Park	12
Lodato Park	40
Quarry Park	5
Scotts Valley Junior High School	5
Vine Hill School	7
Valley Gardens Golf Course	15
Total	84

An inventory of the City's existing park and recreation facilities, is important in evaluating current surpluses and deficiencies. Assessment of the City's current provision of parks and recreation facilities, also provides a basis for gauging current and future recreation demands, created by population growth.

Provision of Parks and Recreation

In Scotts Valley, parks and recreation facilities are provided by the City of Scotts Valley, the school district, and by the private sector.

City of Scotts Valley. The City of Scotts Valley owns and maintains Siltanen and Lodato Parks. Due to lack of funding, there is no Parks and Recreation Department in Scotts Valley. Therefore, maintenance of the parks is done by the City Maintenance Division, and is limited to basic landscape maintenance and vandalism repair.

Siltanen Park has three baseball fields and a picnic area. Lodato Park is an undeveloped park area that has no trails, tables, or restroom facilities. It is located in hilly terrain and has limited use. The Quarry Park is land that has been recently acquired by the City. Its eventual name and extent and type of development is as yet undetermined.

The Carbonera Creek Recreational Trail is a proposed trail that would run along the banks of Carbonera Creek from Glen Canyon Road to Bob Jones Lane. A 25-foot wide easement along the creek would provide pedestrian and bicycle access on the trail. However, plans for development of the trail have been postponed.

The 1980 Open Space Implementation Plan, which was prepared for Scotts Valley, identifies the need for establishing six neighborhood playgrounds and two community parks. Neighborhood playgrounds range in size from 4 to 6 acres, and include play areas and structures for children, general playing fields, buildings for indoor recreational activities, and parking. These types of playgrounds could be located in the following areas:

Whispering Pines
Grace Way--Willis Road
Quien Sabe
Community Center Site
Granite Creek North
Granite Creek South

Community parks should range in size from 15 to 25 acres, and include facilities contained in neighborhood playgrounds. In addition, community parks should include tennis courts, playfields, and other similar facilities.

A survey of community park and recreation needs was conducted by the Scotts Valley Parks and Recreation Commission in 1975. Results of this survey indicated the following order of importance for open space and recreation projects:

1. neighborhood parks and playgrounds
2. swimming pool
3. open space and acquisition of future park sites
4. tennis courts
5. community meeting center
6. landscaping streets and City property

The survey also questioned residents on their "levels of concern" for various kinds and types of facilities and activities. Items are listed in their order of importance as indicated by the survey:

1. swimming pool
2. larger community park
3. bicycle paths
4. tennis courts
5. preservation of Carbonera Creek Natural Area
6. open space and preservation of scenic beauty/neighborhood parks
7. picnic areas
8. preservation of historic structures
9. better recreation program
10. equestrian trails
11. girls sports activities/quality living environment
12. community multi-purpose center
13. motorbike area/go-cart track
14. bicycle motocross/cultural activities
15. nature study programs
16. archery range/commercial recreational facilities
17. pony and horse track, and competition
18. golf facilities/rifle and pistol target range
19. amateur theatrical productions
20. Scotts Valley Days events

The parks and recreation survey was limited in scope, reaching approximately 10% of the residents in the Planning Area. Some responses to the survey are outdated as a result of changes in existing recreation provisions, such as the commencement of Siltanen Community Park and Lodato Park planning. However, the Parks and Recreation Commission felt that the survey results are still valid and representative of the community's concerns, especially in regard to the relative need for open space and recreation projects. Neighborhood parks and playgrounds are still a first priority.

Scotts Valley Union School District. Two schools in the Scotts Valley Planning Area are used by the public for recreational activities. Vine Hill

School has as baseball field (five acres) and a garden project (two acres). Scotts Valley Junior High School has a football field and a baseball field.

Private Recreation Facility. Scotts Valley has a privately owned golf course (the Valley Gardens Golf Course). This nine-hole golf course is utilized by local residents as well as persons in the surrounding Planning Area.

Open Space Lands and Passive Recreation

The City has developed an open space land use designation. This designation does not apply only to City, County, or privately owned recreation areas. Areas intended for the managed production of natural resources, conservation of habitat, and preservation of biotic resources are also designated as open space. Such areas include, but are not limited to, the following: mineral resource zones, timber preserve zones, riparian setback areas, sensitive habitat, rare and endangered species habitat, and hillside areas of greater than 40% slope. These types of open space lands may be usable for low intensity passive recreation (i.e. walking trails, picnic areas, outdoor education, etc.). Because of its physical characteristics, Lodato Park should also be used for passive recreational purposes.

Current and Future Recreation Space Needs

As mentioned previously, the City parks system contains approximately 57 acres, of which 12 acres are developed. According to the NRPA standards, there should be three acres of park area per 1,000 persons. As new development takes place, additional park and recreational areas should be designated, in order to maintain this ratio of park area per person. Neighborhood parks should be developed in locations throughout the Planning Area and active recreation facilities should be developed to the fullest extent possible.

Park and Recreation Financing

As of 1983, the City of Scotts Valley had received approximately $83,154 in State funding for nine projects. Funding for these projects came from four separate funds.

Programs that are currently open to the City for funding are the HUD Open Space Land Program, California State Urban Open Space and Recreation Areas Fund, and the Land and Water Conservation Fund. These programs require submission of an application to the responsible agency.

There is an alternative source of revenue for parks and recreation that can flow directly to the City. The State Subdivision Map Act authorizes cities and counties, by ordinance, to require dedication of park land or the payment of a fee in lieu of dedicating land. Also, a section of the State Vehicle Code enables cities and counties to require developers to dedicate land for bicycle paths (for parcels of 200 acres or more only).

The cost of acquiring park and open space lands can also be partially borne by imposition of a license tax on building permits. In this way, the City can ensure that developments such as apartment projects, single-family dwellings and mobile-home parks, which do not require the subdivision of land (and hence, are not subject to the park dedication ordinance), pay their fair share for new parks.

The approach taken to acquiring funding, will vary by type of park desired, as well as circumstances associated with particular park sites.

Domestic Water Services

Water availability is a fundamental determinant of community growth. An adequate supply of potable water is essential for residential development. This section describes the water suppliers in Scotts Valley. Figure 25 shows the location of water service providers in both the incorporated and unincorporated portions of Scotts Valley. Water is provided from three sources: the Scotts Valley Water District (SVWD), the San Lorenzo Valley Water District (SLVWD), and private wells. The SVWD and SLVWD service area boundaries extend beyond the Planning Area boundaries.

Both the Scotts Valley Water District and San Lorenzo Valley Water District utilize groundwater to serve their respective customers. This groundwater is stored principally in the Santa Margarita Formation, a loosely consolidated sandstone, which is highly permeable. Rainfall recharges the groundwater in this formation. Additional groundwater is found in alluvial deposits and, to a lesser extent, in fractures or sandstone lenses in the underlying Monterey Formation and in the Lompico Formation.

Water Districts

As noted above, there are only two districts that supply water to Scotts Valley. The Scotts Valley and San Lorenzo Valley Water Districts provide water, water storage, and a water distribution infrastructure necessary for domestic, industrial, and commercial usage and for fire fighting.

At the present time, the Scotts Valley Water District (SVWD) has:

1. 1,921 active metered connections
2. 49 sprinkler system hook-ups
3. 41 metered vacant lots
4. 110 meters sold but not installed
5. 5 sprinkler system hook-ups not installed

The SVWD currently obtains its water supply from four wells -- numbered 3, 3A, 7, and 9 (Figure 25) -- all of which combine for a pumping capacity of 857 gallons per minute. However, the District subtracts 10% of production and holds it in reserve. Thus, sellable product is 771 gpm. The water from wells

3, 3A, and 7 is treated at the El Pueblo Treatment Plant, and the water from well 9 is treated at the site.

Three wells are currently under development in Scotts Valley. The Businessmen's Well (10) has recently come on line and provides approximately 300 gallons per minute. Two wells were proposed for development in Plum Valley, each with a water capacity of approximately 200 gallons per minute. However, at this time these wells are not being developed in favor of proceeding with further exploration of the Carbonera Creek basin. Potential yield from the Carbonera Creek is estimated at 300 gpm.

If and when well 10 and the Carbonera basin are in production, the SVWD will have a sellable maximum day water capacity of 1,311 gallons per minute. Using population projections given in the 1983 SVWD Water Master Plan, demands will equal this supply level by approximately 1988. The SVWD follows State guidelines in determining sellable capacity which includes factoring in the amount of storage available.

Assuming that the ratio between water service categories remains consistent from 1983 to 1990, the following table provides a breakdown of future water demand by land use:

1,015 new residential connections,
133 acres of new commercial/industrial development,
15 acres of new institutional development, and
119 acres of new recreational development.

The San Lorenzo Valley Water District supplies water to the Pasatiempo Pines area of Scotts Valley. This service is provided by one well with a capacity of 387 gallons per minute. Two wells in this area (Estrella and Champion) have been shut down due to high levels of nitrates found in the groundwater. The capacity of this well, would allow the construction of 106 new residential units within the San Lorenzo Water District service area. The district currently serves 444 residential units.

Private Wells

There are a number of private wells in the Planning Area that provide water for residential, commercial, and industrial uses. Table 20 lists the wells along with their average pumping rate.

In 1983, these private wells pumped an estimated 435 acre-feet per year of water from the groundwater basin. This does not represent the maximum pumpage that could take place. Data on these wells is not complete, so a projection of maximum potential pumpage is not possible.

Besides the SVWD and SLVWD, three other groups in the Planning Area can sell water connections. Connections can also be sold for water pumped from the Manana Woods well (Manana Woods Mutual Water Company) and the Vista del Lago

TABLE 20

Major Wells in the Scotts Valley Area - 1984

Well	Capacity (gpm)
Fern Grove Club	10
Hidden Meadows	45+
Interdesign	100+
Mission Springs	--
Mountain Brook	20
Spring Brook Park	--
The Village	25
Watkins-Johnson	49
Spring Lakes	170
Vista del Lago	250
Manana Woods	108+
Hidden Glen	25-30

Source: North-Central Santa Cruz County Water Supply Master Plan

Mobile Home Park wells. Each of the mobile home parks is at or near capacity (few if any coach sites are vacant). Consequently, it is unlikely that additional connections will be sold.

Storage Facilities

Within Scotts Valley there are eight major storage tanks. These tanks store treated groundwater. Water is then distributed from them to the various users. Listed below in Table 21 are the tank names and their capacities.

Residential, Commercial, and Industrial Water Demand

Residential water demand depends on the density and type of development allowed. Areas containing homes with large lawns and extensive landscaping tend to have a higher net demand for water than areas containing apartment units. Table 22 depicts historic water demands for Scotts Valley, and Table 23 shows the average day and maximum day demands for typical user types.

Peak Load Water Supply Requirements

State law, California Administrative Code Title 22, Chapter 16, Article 2, Section 64562 requires, "Sufficient water shall be available from the water

TABLE 21

Storage Tanks

Name	Capacity (gallons)	Owner
Sequoia	1,250,000	SVWD
Mac Dorsa	750,000	SVWD
Bethany	400,000	SVWD
Vista Del Lago	45,000	private
Villa Fontenay	30,000	SVWD
Mt. Roberta	20,000	SVWD
Glenwood	20,000	SVWD
Spring Lakes	25,000	private
El Pueblo	400,000	SVWD

Source: Scotts Valley Water District

TABLE 22

Historic Water Demand

Year	Average Day Demand (mgd)	Maximum Day Demand (mgd)
1975	0.51	1.1
1976	0.54	0.9
1977	0.43	0.9
1978	0.55	0.9
1979	0.56	0.9
1980	0.62	1.1
1981	0.59	1.1
1982	--	1.1

Source: Water Master Plan for the Scotts Valley Water District

TABLE 23

Existing Water Use Factors

User Type	Average Day Demand	Maximum Day Demand
Residential	0.18 gpm/conn. (104 gpcpd)[1]	0.34 gpm/conn. (196 gpcpd)
Commercial/ Industrial	0.4 gpm/acre	0.7 gpm/acre
Recreational	0.1 gpm/acre	0.2 gpm/acre
Institutional	0.2 gpm/acre	0.4 gpm/acre

[1]gpcpd = gallon per capita per day

Source: Water Master Plan for the Scotts Valley Water District

sources and distribution reservoirs to supply adequately, dependably and safely the total requirements of all users under maximum demand conditions." Section 64564(a)(1) states, "Whenever possible, needed source capacity and needed storage volume shall be determined from existing water use records of the water system." This section also states that demand shall be the maximum day demand plus fire demand.

Scotts Valley experienced peak load requirements for domestic use and fire reserve on September 4, 1984. This amounted to 2.338 million gallons. Total supply and storage is 4.104 million gallons. This 4.104 million gallons will continue to be able to meet the peak load water supply requirement of State law.

Wastewater Treatment

As with water services, wastewater treatment is an important factor in guiding development. The existence of a wastewater treatment plant can have far-reaching implications in many other aspects of the area's activities. For example, in some areas of Scotts Valley, wastewater is treated using septic systems which discharge effluent into the ground. However, many septic

systems have failed because of steep slopes, shallow bedrock, seasonal flooding, and poor maintenance, causing potential public health problems. It should be noted that septic systems are appropriate when properly located and maintained.

A sewage system also makes it possible to cluster development and allows for higher density development. Without land area requirements of septic system leachfields, growth can be accommodated in a manner that permits smaller lots, preserving more land for open space.

Sewage Treatment Process

The sewage treatment process may, depending on the level of treatment achieved, convert raw sewage into an acceptable final effluent which will not be detrimental to the public health. The process can be extremely complicated or very simple depending on the degree of treatment which is desired. Quantity, strength, and type of flow are other determining factors. Many items must be taken into consideration to determine the process most suitable for a given community. Three levels of sewage treatment may be achieved. These are primary, secondary, or tertiary treatment. The level of treatment each offers is described as follows:

Primary Treatment. Primary, as the name implies, is the basic level of wastewater treatment. The process involves straining effluent to remove large particles and allowing the remaining solids to settle in ponds. The effluent, which is then chlorinated, is discharged into receiving waters through a sewage outfall or into evaporation ponds.

Secondary Treatment. This step involves a biological process called oxidation, which dissolves suspended particles. Oxidation can be stimulated by injecting air into the effluent, or by exposing the effluent to air, by allowing seepage through a filter bed. Effluent is then percolated into the soil.

Tertiary Treatment. This treatment level introduces a biological process called nitrification which reduces the biological oxygen demand (BOD) of effluent. If effluent of high BOD is released into slow moving or stagnant water bodies, it will, through the process of its oxidation, use dissolved oxygen in the water. Fish and other organisms may then suffocate if dissolved oxygen levels fall below those necessary to sustain them.

There are many variations in the three basic processes discussed above. It should be noted that wastewater treatment becomes more expensive with each successive step.

Wastewater Treatment Plant Facility

There are two means of sewage disposal in Scotts Valley: septic disposal systems and wastewater treatment plant systems. A septic disposal system,

requiring a leach field, generally lends itself to low density residential development. On the other hand, a wastewater treatment plant system, having the capacity to process large amounts of sewage, allows for more concentrated development.

The Scotts Valley Wastewater Treatment Plant is located near the intersection of Scotts Valley Drive and Mt. Hermon Road. It is a secondary level treatment plant (external aeration, activated sludge plant). The plant has recently been expanded to a capacity of 800,000 average dry weather flow (ADWF), and is operating at about 510,000 ADWF. This leaves the plant with an operating surplus capacity of approximately 290,000 ADWF. If the facility needed to be expanded further, a "stepped" effluent treatment process could be added. This addition would increase the plant's capacity to 1.2 to 1.5 million ADWF.

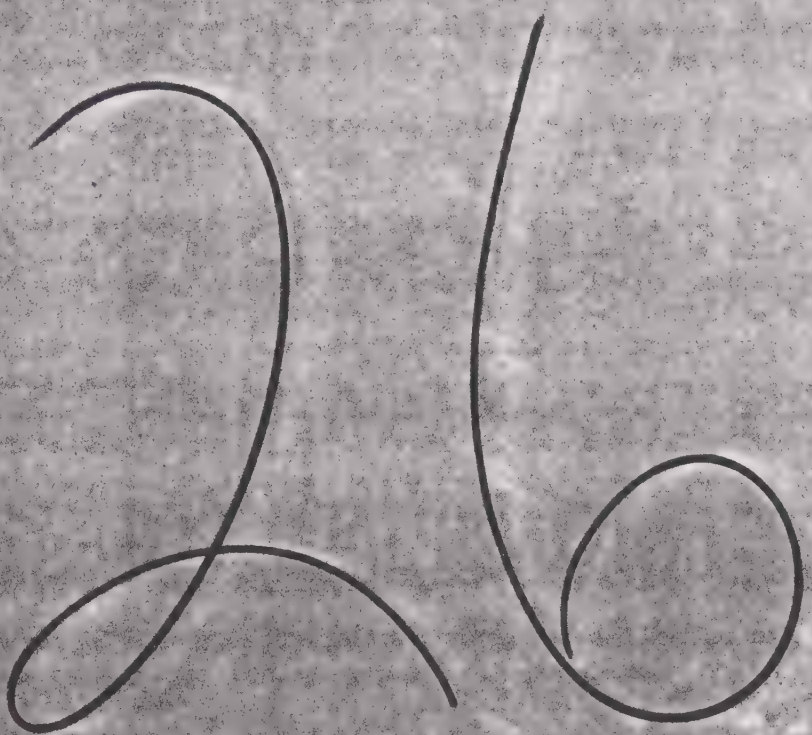
The plant operates with a treatment process involving three primary steps and a limited fourth step. Sewage is first externally aereated, then exposed to the sedimentation process, then chlorinated. The effluent is then pumped from the plant through an interceptor line, with a 2.4 million gallons-per-day capacity, to the Santa Cruz ocean outfall. A small portion of the effluent that has been chlorinated is further treated and used for landscape watering at Scotts Valley Junior High and for dust control at construction sites. This fourth process involves in-line coagulation and filtration, which is equivalent to tertiary treatment.

Scotts Valley uses sewage assessment districts to determine the extent of sewer service. Existing sewer infrastructure is shown in Figure 26.

Solid Waste Disposal Facilities and Services

Disposal of solid waste is an essential service. Uncollected and undisposed solid waste can create serious health and safety problems. Population growth has resulted in a rise in the amount of waste materials produced. Nationally, an average of five pounds of solid waste per person per day is produced. Problems associated with increases in solid waste volumes are compounded by the presence of materials that do not decompose. Non-biodegradable materials include glass, plastics, and aluminum. Unless these materials are recycled, they will remain in the ground for thousands of years. Problems can also result from the disposal of organic and inorganic chemicals, including toxic and hazardous wastes.

Given these problems, it is critical that solid waste be properly disposed of and that disposal sites be properly located. The growing amount of waste, the expense of proper disposal, and the difficulty in locating suitable disposal sites have made solid waste disposal a significant concern.



Solid Waste Disposal Sites

All solid wastes including garbage, ashes, or rubbish must either be recycled or given final disposal. For Scotts Valley, sanitary landfilling is the method used for solid waste disposal. Sanitary landfilling is an engineering method whereby solid wastes are spread, compacted to the smallest practical volume and covered with soil at the end of each operating day. In order to better understand the total context of solid waste disposal, the following discussion outlines the types of waste produced and types of disposal methods used.

Solid Waste Categories

The word "waste" refers to useless, unwanted, or discarded materials, including both solids and liquids. The three major categories of waste are garbage, rubbish, and hazardous special waste.

Garbage. Garbage is the animal and vegetable waste resulting from the handling and processing of foods. Garbage is highly organic and decomposes rapidly.

Rubbish. Rubbish consists of both combustible and non-combustible waste from homes, stores, and institutions. Examples of combustible rubbish include paper, wood, furniture, bedding, plastics, and lawn trimmings. Examples of non-combustible rubbish include tin cans, metal, glass, and crockery.

Hazardous or Special Waste. Waste material that presents an unusual disposal problem or requires special handling is defined as hazardous or special waste. These materials, such as paint thinner, can be hazardous in large quantities. Other materials, such as pathological wastes from hospitals and radioactive materials, require special handling in any quantity.

Methods of Solid Waste Disposal

As stated previously, the method of disposal for Scotts Valley is sanitary landfilling. The County of Santa Cruz owns a landfill site in Ben Lomond and provides for disposal of solid waste generated in Scotts Valley. The operational life expectancy of this site is three to five years. After that time, refuse will be transferred to the landfill site at Buena Vista.

Refuse Collection Services. The collection and transportation of solid waste to a disposal site is a necessary component of solid waste management. The basic objective of a collection service is to remove all solid wastes from a community in order to reduce vermin, eliminate fire hazards, and improve the visual and aesthetic qualities of a community.

Currently, the Foothill Sanitation Company services approximately 2,400 residences and 225 commercial/industrial facilities within the Planning Area. Residences generate approximately 18 pounds of solid waste per day per unit

and commercial/industrial facilities approximately 60 cubic yards per month per facility.

Recycling Services. Recycling of certain solid waste material can remove from the environment non-degradable materials that would otherwise remain for thousands of years. Recyclable materials (glass, aluminum, and tin) require excessive space in landfills because they do not readily compact. By recycling these materials, the life span of a solid waste facility can be prolonged.

Recycling efforts in Scotts Valley are made by the Lyons Club and by Ecology Action, a private group in Santa Cruz. The Lyons Club recycles newspapers while Ecology Action recycles glass, metal, and paper deposited at Scotts Valley Junior High School.

Electrical and Gas Service

Electrical Service

Electrical power is provided in Scotts Valley by Pacific Gas and Electric Company (PG & E). PG & E is an investor-owned company which is regulated by the California Public Utilities Commission.

Electrical power is generated by the fossil fuel power plant located at Moss Landing. The Moss Landing plant is one of the largest fossil fuel power plants in the world, using about 75% gas and 25% low sulphur oil to generate electricity. The Moss Landing plant has an on-shore fuel oil storage area east of the plant with a capacity of 5.75 million barrels. The plant uses 70,000 barrels of oil per day and can generate enough electricity to supply four cities the size of San Francisco.

One hundred fifteen kilovolt power lines extend to the Camp Evers substation from the Green Valley substation.

Gas Service

PG & E also provides natural gas to areas in Scotts Valley. Those areas not serviced by PG & E rely on other energy sources which include butane, propane, electricity, wood, and solar.

Television and Radio Communication

This section addresses television and radio stations providing service to the Scotts Valley area. They constitute a public service and are a primary source of information and entertainment.

Television

A number of television stations are available for viewing within Scotts Valley. Table 24 lists these stations their affiliations and origins. Cable service is provided by Group W out of the City of Santa Cruz.

TABLE 24

Television Stations in Scotts Valley

Station	Channel	Affiliation	City of Origin
KTVU	2	Independent	Oakland
KMST	46	CBS	Monterey/Salinas
KRON	4	NBC	San Francisco
KPIX	5	CBS	San Francisco
KSBW	8	NBC	Monterey/Salinas
KGO	7	ABC	San Francisco
KQED	9	PBS	San Francisco
KNTV	11	ABC	San Francisco
KBHK	44	Independent	San Francisco
KICU	36	Independent	San Jose

Cable service is provided by Group W Cable out of Santa Cruz.

Source: City of Scotts Valley

Radio

Most radio stations within the City are commercial stations. They rely on promotional advertising for revenue. Commercial stations, therefore, offer programming formulated to appeal to a large segment of potential listeners. However, the Federal Communication Commission requires commercial stations to devote a portion of their air time to public service announcements, community oriented programs and religious programs. Table 25 lists radio stations available in Scotts Valley.

Telephone Services

Telephone services are provided throughout the County by Pacific Telephone and Telegraph Company. Isolated residents can pay to have a telephone line ex-

TABLE 25

Radio Stations in Scotts Valley

Station ID	Station		Format
KSJO	102.7 MHz	San Jose	Non-commercial/Eclectic
KARA	105.7 MHz	Santa Clara	Easy Listening
KKHI	95.7 MHz	San Francisco	Classical
KUSP	88.9 MHz	Santa Cruz	Non-commercial/Eclectic
KSAN	94.9 MHz	San Francisco	Country
KBLX	102.9 MHz	Berkeley	Soul
KYUU	99.7 MHz	San Francisco	Middle of the Road
KWAV	96.9 MHz	Monterey	Adult Contemporary
KEAR	93.5 MHz	Santa Cruz	Religious
KABL	98.1 MHz	San Francisco	Easy Listening
KPFA	94.1 MHz	Berkeley	Classical/Educational
KOIT	96.5 MHz	San Francisco	Middle-of-the-road
KBAY	100.3 MHz	San Jose	Middle-of-the-road
KWYT	100.7 MHz	Salinas	Middle-of-the-road
KWST	101.7 MHz	Carmel	Country
KIOI	101.3 MHz	San Francisco	Easy Rock
KQED	88.5 MHz	San Francisco	Classical/Educational
KDON	102.5 MHz	Salinas	Rock
KMBY	107.1 MHz	Monterey	Rock
KRQR	103.7 MHz	San Francisco	Rock
KMEL	106.1 MHz	San Francisco	Rock
KDFC	102.1 MHz	San Francisco	Classical
KQAK	98.9 MHz	San Francisco	Rock
KSCO	99.1 MHz	Santa Cruz	Easy Listening
KOME	98.5 MHz	San Jose	Rock

Source: City of Scotts Valley

tended to their home. When this occurs, telephone rates are assessed either by toll charges or through regular exchange service charges.

Current and Future Service

The present and planned telephone service is generally adequate. However, Pacific Telephone is currently expanding telephone conduit capacity in those areas where growth is expected or where existing conduit capacities are inadequate.

Underground Telephone Lines. Underground lines, although more expensive to install, are more aesthetically pleasing, better protected from the elements, and require less frequent maintenance than do above ground lines. The State Public Utilities Commission provides that a local jurisdiction may create underground conversion districts. The local governing body can, after holding a public hearing, require that telephone lines be placed underground at telephone company expense if it finds that: 1) by doing so it avoids an overwhelming concentration of overhead lines; 2) it provides for the safety of areas carrying heavy pedestrian traffic; or 3) there is overwhelming public interest in maintaining aesthetic values.

TRANSPORTATION AND CIRCULATION

This section discusses the existing transportation systems in Scotts Valley. The interaction between land use and transportation has been recognized for years, and it remains critical. Not only do transportation facilities change patterns of land use, but shifting land use patterns create unexpected transportation demands. Anticipation of the opportunities and constraints provided by transportation will be a major emphasis in the development of the General Plan.

Scotts Valley is served by several State, County, City, and private transportation systems and roads. Bus-oriented public transit services and trucking industries also serve the City. Non-motorized transportation such as biking, equestrian, and hiking trails are also part of Scotts Valley's transportation system. Their location, extent, and how they affect roads and highways are discussed at the end of this section.

Road and Highway Transportation

The City of Scotts Valley has approximately 29.5 miles of roadway that are maintained by the City. While most of these are maintained to City standards, a number of public roads are not. In addition, there are County roads within the Planning Area which do not appear to conform to County standards. The following streets are maintained by the City:

Alto Sol Court	Baja Sol Court	Baja Sol Drive
Bean Creek Road*	Bethany Drive	Bethany Loop
Bethany Way	Blueberry Court	Blueberry Drive*
Bluebonnet Lane*	Burlwood Drive	Butler Lane
Caliente Drive	Canham Road*	Christel Oaks Drive
Collado Drive	Cross Street	El Camino
El Pueblo Road	Erba Lane	Estrella Drive
Glen Canyon Road*	Glenwood Drive*	Granite Creek Road*
Green Hills Road	Hacienda Drive	Hilltop Way
Janis Way	La Madrona Drive*	Lockwood Lane*
Lockhart Gulch*	Loma Linda Court	Lundy Lane (Temp. Only)
Lunar Court	Lunar Drive	Mac Dorsa Drive*
Mount Hermon Road*	North Navarra Drive	Oak Lane
Pinecone Drive	Pinecone Lane	Santa's Village Road
Scotts Valley Drive*	Sherman Drive*	South Navarra Drive
Sunridge Drive*	Sunset Terrace*	Tabor Drive
Tabor Way	Technology Circle	Twin Pines Drive
Victor Square	Vine Hill School Road	Weible Drive
Whispering Pines Court	Whispering Pines Drive	

*Indicates that only a portion is maintained.

The approximate total number of average daily trips for the City's street network (58,785) indicates the extremely high level of reliance on and commitment to this system. Highway 17, which runs through Scotts Valley from Sims Road to Granite Creek, has an average daily level of 37,500 vehicles. Changing land uses can have tremendous impacts on the use and performance of these systems. Anticipation of these land use impacts can allow time to modify the existing road system to meet future needs, or to identify the road system as a possible constraint or inducement for future development.

To provide a basis for anticipating the impacts of land use on the road systems, a comparison is made of current roadway use with projected demands. This offers an indication of the performance of the road network through time. The final section is a short summary of the strategies and plans being implemented for road improvements.

Road and Highway Categories

There are primarily two systems for classifying roads and highways. The functional classification refers to the type of service a road or highway provides and includes measurements of its use and performance. Jurisdictional classification is the second category, and it refers to the level of government which has control of and maintenance responsibility for the road or highway. This classification also determines sources of available funding.

Functional Classification

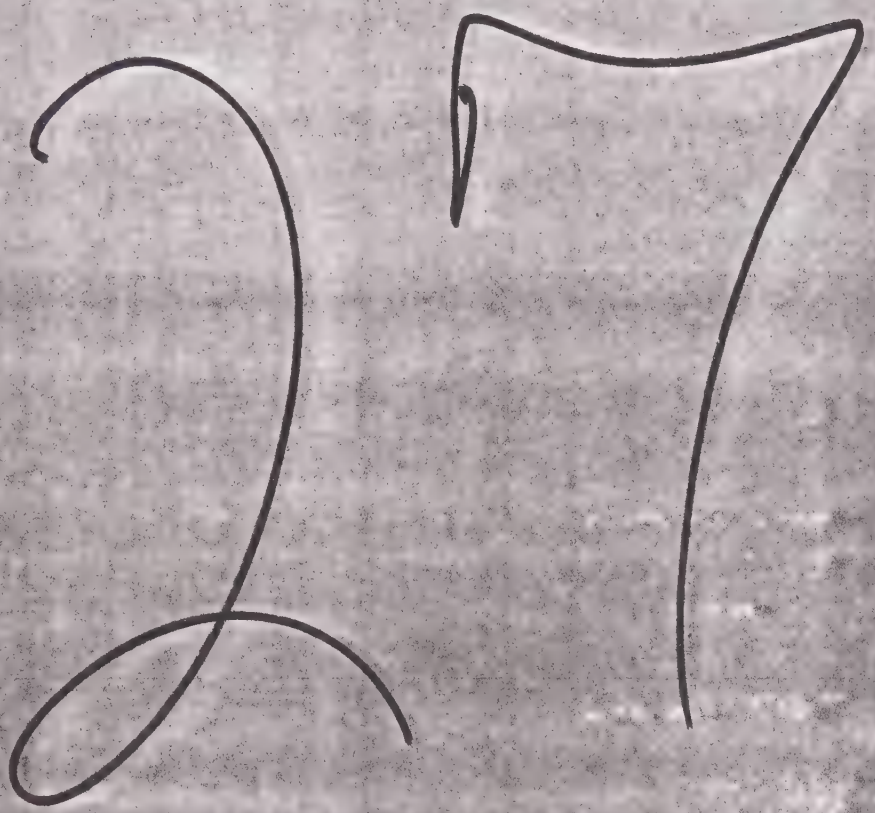
The categories for functional classification used in this section are listed and described in Table 26. These categories are applied to the Planning Area's major roadways shown in Figure 27.

TABLE 26

Roadway Functional Descriptions

Category	Function	Characteristics
Type I Freeway	Serves longest trips with highest mobility	Connects states, regions, metropolitan areas.
Principal Arterial	Greatest portion of through travel use	Includes all higher volume streets except those serving short trips.
Minor Arterial	Serves local and long distance trips with moderate mobility and considerable land access.	Connects less concentrated traffic generating areas such as schools, neighborhoods, and shopping areas.
Connector (Only within the County)	Provides link between adjacent incorporated and unincorporated jurisdictions.	Collects traffic from neighborhoods and rural areas.
Collector	Serves mixed trips and provides service to abutting land.	Collects traffic from local streets.
Local	All traffic originates from or is destined for, abutting lands.	All other rural and local access routes.

Source: Manual of Traffic Engineering Studies, 1976; Environmental Management Consultants, 1984



In the Planning Area, Highway 17 is classified as a Type 1 Freeway. It traverses the Planning Area from south to north, roughly splitting it into two halves. There are two principal arterials. These are Mt. Hermon Road and Scotts Valley Drive. Although not within the Planning Area, Graham Hill Road (which lies to the southwest of the Planning Area) is utilized by residents of Scotts Valley. It is classified as a minor arterial. Six roadways within the city limits are classified as collectors. These are: Glenwood Drive, Granite Creek Road, Glen Canyon Road, Whispering Pines Drive, Lockwood Lane, and Bean Creek Road. All other roadways are classified as local streets.

Several of the collector streets change classification once they pass beyond the city limits. Glenwood Drive, Lockwood Lane, Bean Creek Road, Granite Creek Road, and Glen Canyon Road are classified as connectors beyond the points at which they leave the city limits.

Jurisdictional Classification

In the Planning Area there are three basic jurisdictional categories: State highways; County roads; and City streets, excluding private roads.

Since the roadways represented in these jurisdictional categories are not entirely homogeneous in their importance or function, they require further description according to the type of function they serve.

State Highway. The State highway system, under the jurisdiction of the California Department of Transportation (Caltrans), serves a vital transportation role, allowing easy access of people, goods, and services throughout the State. Just as important is the system's role in providing interstate access as part of the nation's complex web of highways.

Highway 17 provides a major connection between Highways 101 and 1. Approximately five miles of this four-lane divided freeway lie within the Planning Area. There are two off/on ramps for Highway 17 in Scotts Valley. One ramp is located at Granite Creek Road and the other is at Mt. Hermon Road.

County Roads. Most of the County roads in Scotts Valley fit the connector functional description, serving as minor rural and local access routes. One of these County roads, Graham Hill Road, serves traffic to and from more densely populated areas. It is classified as a minor arterial. This minor arterial carries some of the highest traffic loads in Scotts Valley Planning Area.

City Streets. The City of Scotts Valley currently maintains approximately 29.5 miles of roadway within the city limits. These streets include arterials, collectors, and local streets.

Streets Not Maintained by the City. There are a number of local streets within the city limits which are not maintained by the City of Scotts Valley. Generally, these streets are not maintained for several reasons: (1) they are private streets which are maintained through an agreement between individual property owners, or through a street maintenance association; (2) they are private streets which are not regularly maintained; or (3) the streets are in substandard condition and do not meet minimum standards for acceptance into the network of City maintained streets. Figure 28 shows the location of streets which are not maintained by the City.

Use of Road and Highway Systems

This section details the level of use of the existing circulation system. Use is determined by average daily traffic (ADT) counts which have been recorded by Caltrans, the Scotts Valley Police Department, and the 1979 Traffic Corridor Study for Scotts Valley.

Average Daily Traffic. ADT data is compiled in order to determine the level of use of a specific road, highway, or segment thereof. Within the Planning Area, Highway 17 constitutes the primary corridor for traffic movement. Traffic counts obtained from Caltrans are shown in Table 27 below.

TABLE 27

ADTs for Highway 17

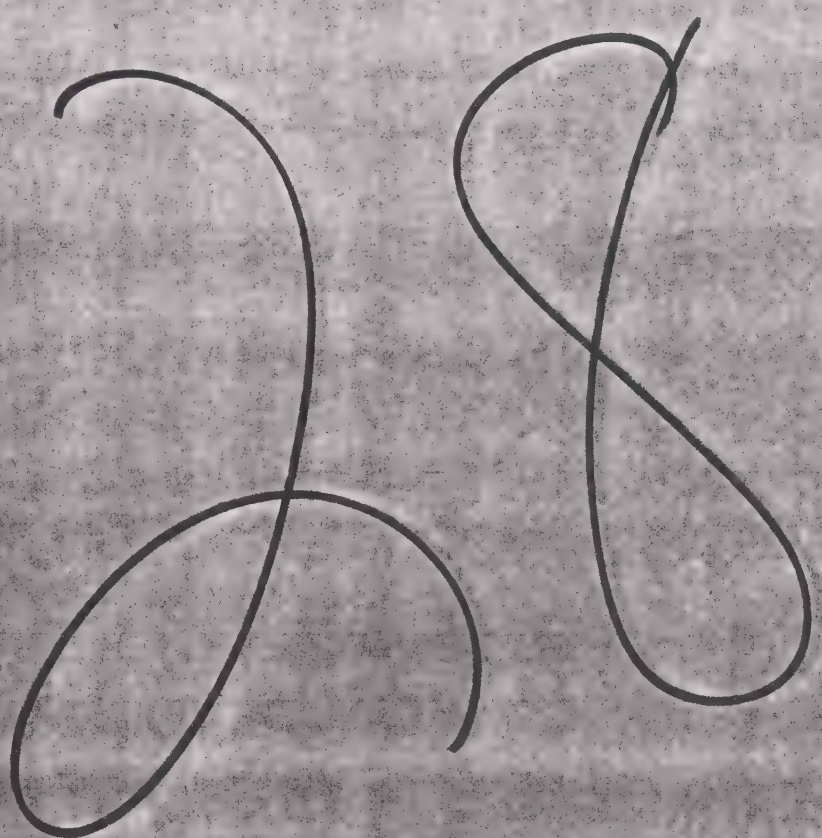
Location	Average Annual Day	Peak Hour
Highway 17 and Mt. Herman Rd.	41,500 ADT	5,800 ADT
Highway 17 and Granite Creek	33,500 ADT	4,200 ADT

Source: Caltrans, 1983

These totals indicate the significant numbers of vehicles that enter and exit Highway 17 via the Mt. Hermon Road junction. Consequently, this area is subject to congestion and traffic accidents.

Long range plans for an additional on/off ramp have been under consideration by the City and Caltrans. The State has given such a project very low priority, and at the present time it would be cost prohibitive.

Average daily traffic counts have been made for the five main traffic corridors within the City of Scotts Valley. They include:



1. State Highway 17 at Granite Creek Road;

2. Scotts Valley Drive from Mt. Hermon Road to Bethany Drive;

3. Mt. Hermon Road from Lockhart Gulch Road to State Highway 17;

4. Glenwood Drive from Scotts Valley Drive to the northern city limit; and

5. Granite Creek Road from State Highway 17 to the southern city limit.

Traffic counts taken in 1979 and 1983 for these five corridors are shown in Table 28.

TABLE 28

Traffic Counts (ADT)

Location	1979	1983
State Highway 17	34,000	37,500
Scotts Valley Drive	13,670	13,192
Mt. Hermon Road	20,070	27,360
Glenwood Drive	2,030	3,101
Granite Creek Road	4,620	4,732

Source: Traffic Corridor Study for the City of Scotts Valley, 1979. Vehicle Volume Summary Traffic Counts for the City of Scotts Valley, 1983.

These traffic counts indicate that traffic within the City has not increased significantly in four years, except for traffic on Mt. Hermon Road. As is shown in Tables 27 and 28, Mt. Hermon Road is the main corridor for traffic leaving Highway 17 and going to the San Lorenzo Valley and Big Basin areas.

Performance of Road and Highway Systems

A number of parameters can be used to evaluate the performance of a road or highway; among them are Demand Volume (DV), Service Volume (SV), Level of Service (LOS), and accident statistics. The key parameter of this section is level of service and accident levels.

Level of Service. The listing below is a statement of the existing operating conditions on roads in developing areas. This statement also leads to a measure of the amount of traffic capacity remaining on each road.

Level of service considers numerous factors which include traffic type and volume, prevailing speeds, roadway conditions and controls, alignment, grade, and freedom to maneuver. Roadway and traffic conditions, ranging from ideal to forced flow, have been divided into six levels of service for qualitative evaluation. The levels are defined as follows:

Level of Service A. Free flow, low volumes, and unrestricted sight distance. Drivers can maintain their desired speeds with little or no delay.

Level of Service B. Stable flow, operating freedom beginning to be restricted somewhat by traffic conditions. Passing sight distance adequate. Drivers still have reasonable freedom to select their speed. Suitable for rural design standards.

Level of Service C. Stable flow, drivers' freedom and maneuverability are more closely controlled by higher volumes and restricted roadway design, suitable for urban design standards.

Level of Service D. Approaches unstable flow; drivers have tolerable conditions which are, however, considerably affected by traffic conditions. Drivers have little freedom to maneuver.

Level of Service E. Unstable flow, with yet lower freedom and, perhaps, stoppages of momentary duration; volumes at or near capacity.

Level of Service F. Forced flow, low volumes. Both speed and volumes can drop to zero. Stoppages may occur for short or long periods. These conditions usually result from queues of vehicles backing up from an accident. Level E can become Level F within a matter of seconds, due to left-turning vehicles entering or leaving driveways, and many other normal occurrences which restrict traffic flow.

Restrictive elements, such as design speed, can reduce the ability of the roadway to carry traffic in a higher level of service. Reduced lane width and lateral clearances to obstructions are also important factors which are considered. The volume of truck traffic, grade, alignment, and the amount of passing sight distance can influence the ability of the driver. Because of these types of restrictive factors, many narrow and winding rural roads, while carrying very low traffic loads, may still have low levels of service. Level of service for the four major surface corridors in Scotts Valley is shown in Table 29. This table also includes projected traffic increases and the change in the level of service. Projections for 1995 were determined by using existing circulation and traffic characteristics, development potential of surrounding lands, and the potential traffic generated from these projects. This analysis does not take into account any road improvements that may be made between 1983 and 1995.

TABLE 29

Scotts Valley Circulation
Level of Service

Road Name	Limit of Road Segment	1983 ADT	1983 LOS	1995 ADT	1995 LOS*
State Highway 17	Through Planning Area	37,500	C	51,000	F
Scotts Valley Drive	North of Carbonera Way	13,192	C	39,800	E
Scotts Valley Drive	South of Granite Creek Road	13,057	C	38,500	E
Mt. Hermon Road	Lockwood to Scotts Valley	25,780	B	42,180	E
Mt. Hermon Road	Scotts Valley to Glen Canyon	27,360	B	35,280	E
Glenwood Drive	North of Scotts Valley Drive	3,101	C	9,600	E
Granite Creek Road	Scotts Valley Drive to Freeway	4,732	C	22,900	F

*LOS ratings shown for 1995 anticipate that no roadway improvements will be made in the period 1983-1995. Roadway improvements would tend to improve the LOS ratings.

Source: Traffic Corridor Study for the City of Scotts Valley, 1979.
Caltrans, 1985

Safety. Another measure of a road's performance is safety. Driving hazards invariably increase with lower levels of service, partially because of increased traffic and partially because of inadequate facilities to control and direct increases in traffic. Often the level of service indicated for a roadway does not accurately reflect the hazards associated with it. The Scotts Valley Police Department maintains collision records for City roadways. Table 30 shows accident records for Scotts Valley from 1979 to 1982.

TABLE 30

Scotts Valley Circulation
Accident Levels

Road	Type	1979	1980	1981	1982
State Highway 17	Injury	3	5	6	2
	Non-injury	8	6	1	9
Mt. Hermon Road	Injury	12	18	22	18
	Non-injury	44	46	48	45
Scotts Valley Drive	Injury	18	17	12	11
	Non-injury	30	19	36	30
Glenwood Drive	Injury	3	3	0	0
	Non-injury	3	3	6	4
Granite Creek	Injury	0	3	2	6
	Non-injury	8	4	5	8

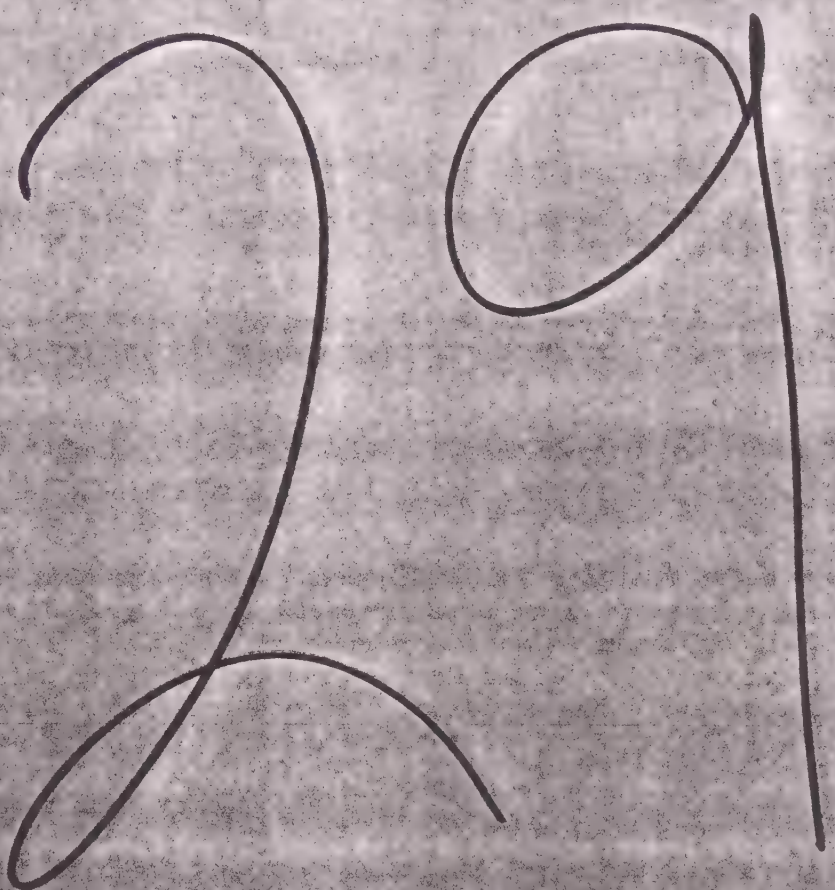
Source: Scotts Valley Police Department, 1983

Locations and roadways having unusually high accident rates should be mapped by the Scotts Valley Public Works Department in order to identify potential road deficiencies. If the improvements require major modifications, such as road resurfacing or widening, they may be included in the capital improvements plan. Figure 29 identifies accident locations and shows existing and proposed ADT movements on highways and major streets.

Road and Highway Improvement

A majority of the main traffic corridors currently are at or near capacity levels due to poor road conditions, lack of signalization, and narrow road widths. Scotts Valley has undertaken a number of road improvement projects which should be completed by 1985.

Mt. Hermon Road, has recently been widened and resurfaced from Scotts Valley Drive to Kings Village Road. This improvement project includes widening and resurfacing of four lanes, bike paths, medians, turn pockets, and master controlled signalization of traffic approaching Highway 17. With the completion of this project, Mt. Hermon Road should be less congested and



accidents should be reduced. Further improvement of this road needs to be undertaken outside the city limits to ensure the smooth transition of traffic flow from a rural to urban area. This road should be recognized as a main traffic artery to the San Lorenzo Valley and Big Basin State Park and should be given State route status.

Scotts Valley Drive has had signals installed in some locations and other signals are to be installed in the near future. Once these signals are installed, a future project calls for the resurfacing and widening of Scotts Valley Drive from Granite Creek Road to Bean Creek Road. When completed, this project will allow for smoother flow of traffic for the commercial/industrial section of the City.

Other long-term improvement projects are proposed for Bluebonnet Lane, Oak Creek Boulevard, Lundy Lane, and Cadillac Drive. These projects are proposed to eliminate long dead-end streets, provide secondary access routes, and connect isolated areas.

Road and Highway Financing

The financing of roads and highways in the Planning Area is dependent on a number of revenue sources at federal, State, and local levels. These revenue sources are identified and described in Table 31. Funds are distributed primarily by jurisdiction.

Financing for maintaining and improving the circulation system is in a high state of uncertainty, due primarily to decreasing funding. State and federal revenues are typically earmarked for particular activities and precluded from use on other activities. Thus, revenues cannot always be spent the way various jurisdictions might choose. This results in certain inequities and inefficiencies. Further inequities result from geographical criteria by which the funds are disbursed from the various funding programs.

Scenic Highways

No scenic highways have been designated within the City of Scotts Valley. However, Scotts Valley is endowed with the extraordinary scenic qualities afforded it by the mountain environment. Figure 11 in Chapter II, Natural Resources, identifies several scenic corridors along Highway 17 which could be considered for scenic highway designation.

Public Transit Services

In Scotts Valley there are basically two forms of public transportation services. Traditional fixed-route bus service is provided by the Santa Cruz Metro. Other regional bus service is provided by Greyhound Lines, Inc. and Peerless Stages.

TABLE 31

Federal and State Funding for Roads and Highways

Jurisdiction	Fund	Source	Distribution	Stipulations on Use
Federal	Federal Highway Trust Fund	4¢/gallon Federal Gasoline tax, tire tax, automobile tax, diesel tax	Fund distributes tax back to states through 36 federal-aid programs, most with state or local match. California receives back about 75% of what it pays in.	Programs include: highway construction, right-of-way acquisition, etc. But not highway maintenance or transit operations.
Federal	National Mass Transportation Act	Federal general funds, appropriated by Congress.	Distributed by state and local agencies with matching funds: 80% - 20% match for capital expenditures and 50% - 50% match for operations/maintenance.	Section 3: Transit capital expenditures. Section 5: Transit operations/maintenance and smaller capital expenditures. May include bus purchases.
State	State Highways Account	Gasoline tax (7¢/gallon)	State: 51.6%, cities: 20.8%; counties: 27.7%	State portion for highways. Local portions for streets and roads.
		Use fuel tax (primarily 7¢/gallon on diesel fuel)	Remains with the State	State highways

Federal and State Funding for Roads and Highways
Continued

Jurisdiction	Fund	Source	Distribution	Stipulations on Use
State	Motor Vehicle Account	Drivers license fee, vehicle registration fee, truck weight fee	Remains with the State.	State licensing, title, and enforcement cost. Surplus transferred to State highways account.
State	Department of Motor Vehicles	Vehicle license fee (in lieu tax)	cities: 50% counties: 50%	No restrictions on use.
State	Transportation Development Act	State Sales Tax (1/4¢ of every 6¢ sales tax goes to TDA)	Collected by State for each County. The Regional Transportation Planning Agency (RTPA) of that county distributes funds to local applicants.	RTPA determines amount of money for "reasonable" transit needs. Leftover money used for streets and roads.

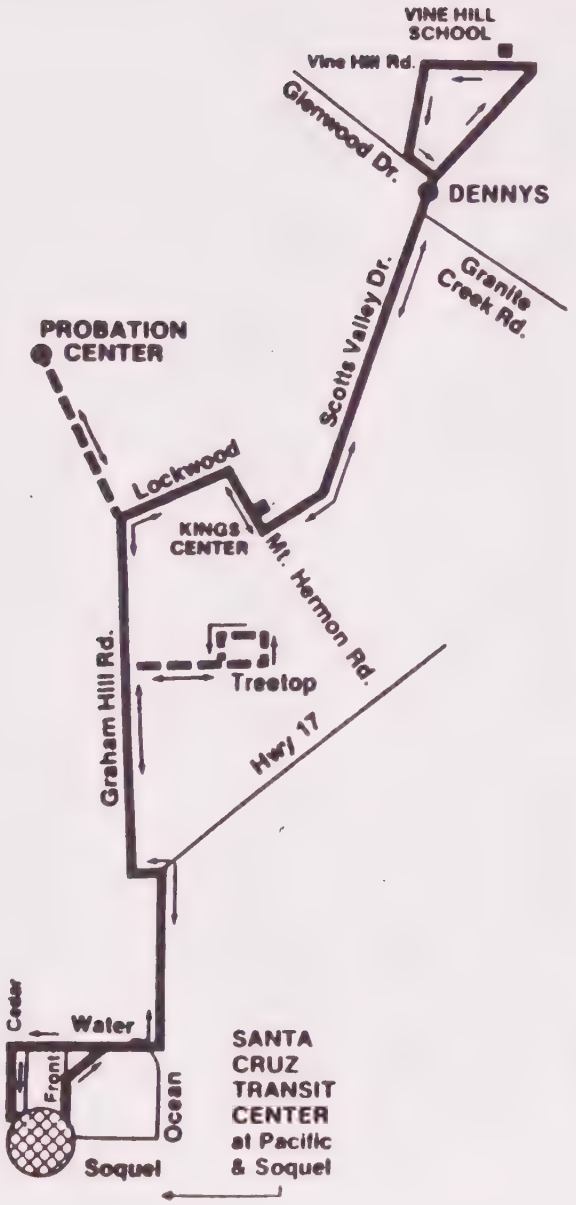
Source: California Transportation Commission, 1978 Biennial Report on Transportation to California Legislature, (Sacramento: Nov. 1978).

Santa Cruz Metropolitan Transit District

The Santa Cruz Metro has been in service for 15 years. It has an annual ridership of more than six million, with fifty routes. The Transit Center is located in Santa Cruz at Pacific and Soquel. Table 32 lists the route and times for service in Scotts Valley.

TABLE 32

Transit Service Route and Schedule



Scotts Valley

SERVES PROBATION CENTER AT SCHEDULED TIMES ONLY

	Pacific & Soquel	Ocean & Graham Hill	Graham Hill & Treetop	Probation Center	Lockwood & Graham Hill	Kings Village Rd & Mt Hermon	Scotts Valley Dr & Granite Crk	Vine Hill	Kings Village Rd & Mt Hermon	Lockwood & Graham Hill	Probation Center	School Term Only Treetop & Oak Knoll	Ocean & Graham Hill	Pacific Soquel
XS	6:30 AM	6 33	6 38	.....	6:42	6 45	6 55	7:15	7:22	7:25	.....	.....	7:33	7:40
WD	7 15	7:19	7 25	7 27	7 30	7 33	7 44	....	7 52	7:55	.....	8 02	8 04	8 10
	7:45	7:49	7:55	.....	8 00	8 03	8 14	8 15	8:22	8:25	.....	.....	8:33	8 40
WD	8:15	8:19	8:25	.....	8 30	8 33	8 44	8.45	8:52	8:55	.....	.....	9:03	9:10
	8:45	8:49	8 55	.....	9 00	9 03	9 14	9:15	9:22	9:25	.....	.....	9:33	9:40
WD	9:15	9:19	9:25	9:27	9:30	9 33	9 44	.....	9:52	9:55	.....	.....	10:03	10.10
	9:45	9:49	9:55	.....	10:00	10 03	10 14	10:15	10.22	10:25	.....	.....	10:33	10.40
WD	10:15	10:19	10.25	.....	10:30	10 33	10.44	.....	10 52	10:55	10:57	.....	11:03	11 10
	10:45	10:49	10:55	.....	11:00	11:03	11:14	11:15	11:22	11:25	.....	.....	11:33	11.40
WD	11:15	11:19	11:25	.....	11.30	11 33	11:44	11:45	11:52	11:55	.....	.....	**12:03**	**12:10**
	11:45	11:49	11:55	.....	12 00	**12:03**	**12:14**	**12:15**	**12:22**	**12:25**	.....	.....	**12:33**	**12:40**
WD	12:15 PM	**12:19**	**12:25**	.....	**12:30**	**12:33**	**12:44**	**12:45**	**12:52**	**12:55**	.....	.....	**1:03**	**1:10**
	12:45	**12:49**	**12:55**	**12:57**	**1:00**	**1:03**	**1:14**	.....	**1:22**	**1:25**	.....	.....	**1:33**	**1:40**
WD	**1:15**	**1:19**	**1:25**	.....	**1:30**	**1:33**	**1:44**	**1:45**	**1:52**	**1:55**	-- --	.....	**2:03**	**2:10**
	1:45	**1:49**	**1:55**	.....	**2:00**	**2:03**	**2:14**	**2:15**	**2:22**	**2:25**	.....	.....	**2:33**	**2:40**
WD	**2:15**	**2:19**	**2:25**	.....	**2:30**	**2:33**	**2:44**	**2:45**	**2:52**	**2:55**	.....	....	**3:03**	**3:10**
ST	.....	.....	**2:30**	.....	**2:32**	**2:35**	**2:46**	.....	**2:54**	**2:57**	**3:00**	.....	**3:05**	**3:12**
	2:45	**2:49**	**2:55**	.....	**3:00**	**3:03**	**3:14**	**3:15**	**3:22**	**3:25**	.....	.....	**3:33**	**3:40**
WD	**3:15**	**3:19**	**3:25**	.....	**3:30**	**3:33**	**3:44**	**3:45**	**3:52**	**3:55**	.....	.....	**4:03**	**4:10**
	3:45	**3:49**	**3:55**	.....	**4:00**	**4:03**	**4:14**	**4:15**	**4:22**	**4:25**	.....	.....	**4:33**	**4:40**
WD	**4:15**	**4:19**	**4:25**	.....	**4:30**	**4:33**	**4:44**	.....	**4:52**	**4:55**	**4:57**	.....	**5:03**	**5:10**
	4:45	**4:49**	**4:55**	.....	**5:00**	**5:03**	**5:14**	**5:15**	**5:22**	**5:25**	.....	.....	**5:33**	**5:40**
WD	**5:15**	**5:19**	**5:25**	.....	**5:30**	**5:33**	**5:44**	**5:45**	**5:52**	**5:55**	.....	.....	**6:03**	**6:10**
	5:45	**5:49**	**5:55**	.....	**6:00**	**6:03**	**6:14**	**6:15**	**6:22**	**6:25**	.....	.....	**6:33**	**6:40**
WD	**6:15**	**6:19**	**6:25**	.....	**6:30**	**6:33**	**6:44**	**6:45**	**6:52**	**6:55**	.....	.....	**7:03**	**7:10**
	6:45	**6:49**	**6:55**	.....	**7:00**	**7:03**	**7:14**	**7:15**	**7:22**	**7:25**	.....	.....	**7:33**	**7:40**
	7:45	**7:49**	**7:55**	.....	**8:00**	**8:03**	**8:14**	**8:15**	**8:22**	**8:25**	.....	.....	**8:33**	**8:40**
	8:45	**8:49**	**8:55**	.....	**9:00**	**9:03**	**9:14**	**9:15**	**9:22**	**9:25**	.....	.....	**9:33**	**9:40**
	9:45	**9:49**	**9:55**	.....	**10:00**	**10:03**	**10:14**	**10:15**	**10:22**	**10:25**	.....	.....	**10:33**	**10:40**
WD	**10:45**	**10:46**	**10:51**	.....	**10:56**	**10:59**	**11:09**	**11:10**	**11:17**	**11:20**	.....	.....	**11:28**	**11:35**

XS — DAILY EXCEPT SUNDAYS
WD — WEEKDAYS ONLY
ST — SCHOOL TERM ONLY

Source: Santa Cruz Transit District

Greyhound Lines

Greyhound Lines, Inc. provides transportation service throughout the United States and Canada. Greyhound Lines, operating as a corporation, is regulated by the California Public Utilities Commission and Interstate Commerce Commission.

Local service for Scotts Valley is provided between Santa Cruz and Santa Clara. The bus stop is located on Scotts Valley Drive north of Camp Evers and the bus stops at 9:00 A.M., 12:55 P.M., and 6:00 P.M.

Peerless Stages

Peerless Stages, Inc. operates bus service from San Jose and Los Gatos to Santa Cruz. Scotts Valley is a stop along the Peerless route between San Jose and Santa Cruz. Arrival times in Scotts Valley are 6:10 A.M., 7:15 A.M., 8:00 A.M., 10:40 A.M., 1:40 P.M., 4:30 P.M., 5:35 P.M., and 6:45 P.M.

Non-Motorized Transportation

Non-motorized transportation includes biking, equestrian, and pedestrian modes. The facilities developed and maintained for these modes, such as bikeways, equestrian facilities, and pedestrian facilities are developed and maintained by both the City and private individuals.

Bikeways

Improved transit, increased vehicle occupancy, and improvement of bicycle facilities in Scotts Valley are important strategies to reduce energy consumption, improve air quality, and provide safety for school children.

Currently, the City of Scotts Valley has no adopted, comprehensive listing or map of existing bicycle paths or recommended routes within the City. However, the City and the County of Santa Cruz have worked together in developing a regional system of bicycle paths that include bike paths through the Planning Area. Listed below are bike lanes that do exist along some of the roads in Scotts Valley:

- Mount Hermon Road from Highway 17 to Lockwood Lane
- Scotts Valley Drive from Granite Creek to Mt. Hermon Road
- Granite Creek Road (at the Highway 17 overpass)

Current trends and conditions indicate a greater potential for bicycling as a viable transportation mode, particularly for intracity trips. Various factors are contributing to this, such as Scotts Valley's favorable climate, increasing energy costs, increasing road and parking congestion (and increasing road construction costs), and increased use of bicycles for recreation (touring).

Before the bicycle can function as a viable transportation mode, however, it must be treated as one.

Equestrian and Hiking Trails.

Horseback riding and hiking are common recreational activities in Scotts Valley. At present, there are no trails specifically signed and designated for equestrian use. The 1978 Scotts Valley General Plan Land Use Map shows a number of existing and proposed equestrian trails. The City has made an effort to establish rights-of-ways for a number of these trails. The location of equestrian trails shown on the 1978 General Plan Land Use Map has recently been updated to reflect the most current locations of existing trails. Existing and proposed trails are illustrated in the Transportation Map of this General Plan.

Pedestrian Facilities.

Pedestrian facilities consist primarily of sidewalks, paths, and structures to separate pedestrian from vehicular traffic. Each jurisdiction has the authority to provide these facilities for its citizens. Provision of facilities for walking trips can assist in conserving energy and improving air quality and traffic congestion. Obviously, the pedestrian mode cannot replace lengthy trips, however, a certain percentage of trips within urbanized areas are short-distance trips that could be made by walking.

It is a goal of local transportation planning to integrate pedestrian facilities into the transportation system in a manner which will enhance the safety and convenience of pedestrian movements.

HOUSING

Each city or county in California must have a housing element in its general plan, according to State law (Government Code, Section 65000 et seq). This mandated element is to consist of:

a. an assessment of housing needs and an inventory of resources and constraints to meet these needs;

b. a statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing; and

c. a program which sets forth a schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

The State law also requires that housing elements be prepared for five-year time periods, and be revised every five years. In addition, housing element revisions must be reviewed by the California Housing and Community Development Department (HCD). In accordance with the law, areas of concern which must be evaluated in a housing element include:

1. Analysis of population and employment trends and projections of existing and projected housing needs for all income levels, including the locality's share of the regional housing need.

2. Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding and housing condition.

3. An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

4. Analysis of actual and potential governmental constraints upon the maintenance, improvement or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local permit processing.

5. Analysis of actual and potential non-governmental constraints, including the availability of financing, the price of land, and the cost of construction.

6. Analysis of any special housing needs, such as those of the handicapped, elderly, large families, and female heads of households.

7. Analysis of energy conservation opportunities with respect to residential development.

Based on this analysis, the housing element must present goals, policies, quantified objectives, and scheduled programs that establish the maximum number of housing units that can be constructed, rehabilitated and conserved over the time frame of the element. The housing program also must:

1. Identify adequate sites for housing development to facilitate and encourage development of housing for all income levels;

2. Assist in the development of adequate housing to meet the needs of low- and moderate-income households;

3. Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing;

4. Conserve and improve the condition of existing affordable housing; and

5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, national origin or color.

The first portion of this section presents a housing needs assessment for Scotts Valley based on the above criteria. The second portion presents the goals and objectives, policies and programs.

Housing Needs Assessment

Population Composition and Projections

Population growth for Scotts Valley has occurred at an average annual compounded rate of approximately 3.4% over the past 20 years with an increase from 3,437 in 1960 to 6,891 in 1980. During the 1960s, there was a very slow population growth in Scotts Valley, with an average annual growth rate of 0.5%. However, between 1970 and 1976, Scotts Valley experienced a large population increase for its size, from 3,621 to 5,819, representing an average annual growth of approximately 8.2%. The City's population growth rate decreased between 1976 and 1980, to an approximate average annual rate of 4.3%. Population projections based on historical trends and holding capacity for the proposed land use plan are discussed in detail in Chapter III.

Employment Projections

Employment in Scotts Valley has recently been dominated by the electronics industry. Electronics-related employment has become the major job base for the City, and in 1981, there were an estimated 1,000 existing or planned electronics-related jobs. It has been estimated that a high percentage of these jobs (80%) are assembly-related and therefore pay below the City median household income.

Scotts Valley has experienced some growth pressures due to its location near employment centers in Santa Clara County. This growth pressure to provide housing has come from the commuting labor force to these employment centers. Approximately 37% of the City's population has remained stable since Scotts Valley's incorporation in 1966. As of the 1976 Census, 20% of the City's population moved to Scotts Valley from elsewhere in Santa Cruz County, while another 20% moved to Scotts Valley from Santa Clara County, the San Francisco Bay area, and the San Joaquin Valley. Approximately 10% have moved to Scotts Valley from other parts of the State, with another 6% from out-of-state or abroad (nine percent did not respond).

The 1980 Census indicates that the labor force of Scotts Valley was 2,823 persons. Of this group, 40% commuted more than 20 minutes to work. This

helps explain the difference between the low number of jobs and the high number of housing units within the City in 1980. The labor force is made up of those 16 years and older. Out of the City's labor force, 30% commuted to Santa Clara County, 26% to parts of Santa Cruz County, 24% were employed within Scotts Valley, and 20% were retired or students.

The number of new jobs created in Scotts Valley is expected to increase as more jobs are created in the City's industrial and commercial areas. Prior to 1979, there were between 800 and 1,200 jobs generated by firms within Scotts Valley. Between 1979 and 1983, new firms locating within the City generated approximately 2,900 jobs. As of 1976, more than 50% of the primary wage earners living in Scotts Valley were in a professional or managerial occupation.

While new jobs within Scotts Valley will help reduce the commuter population, it could also draw new residents to the area, creating a demand for housing. The State Department of Finance estimates the jobs/housing ratio in Scotts Valley for 1979 and 1983 as 0.39 jobs/household and 1.39 jobs/household, respectively. The 1980 U.S. Census calculated the City jobs/household ratio as 1.26. Although there are no State guidelines regarding an appropriate jobs/housing ratio, it appears that the ratio in Scotts Valley is near the State and Santa Cruz County averages, which are 1.25 jobs/household and 1.18 jobs/household, respectively. Monterey County has an average 1.40 jobs/household ratio. Please refer to Chapter III for a more detailed discussion of jobs/housing ratio.

Affordability -- Median Income

Income of households is usually reported in one of two ways: the mean household income is the average income in a given group, and the median income is the amount which divides the distribution into two equal groups (one group having incomes greater than the median and the other group having incomes lower than the median).

Household income is a determining factor of housing affordability. As the price of a house increases, larger segments of the population no longer can compete for housing. In Scotts Valley, median incomes have increased by approximately 130% between the years 1970 and 1980, while median incomes for Santa Cruz County as a whole increased by 89% during the same time period. Table 33 compares the median incomes of Scotts Valley and Santa Cruz County. As shown, household income in the City of Scotts Valley is generally higher than household incomes in Santa Cruz County.

The income distribution of Scotts Valley shifted significantly from 1970 to 1976. In 1970, 16.8% of the households had incomes of $15,000 or more, while in 1976, 36.8% fell into this category. This can be attributed to the general nationwide increase in income during this period as well as to the changes in the kinds of jobs held by Scotts Valley residents.

TABLE 33

Median Incomes

Year	Scotts Valley	Santa Cruz County	City's % of County's Median Income
1970[1]	$ 9,063	Not available	
1976[2]	13,398	9,392	143%
1980[3]	20,759	16,877	123%

[1]U.S. Census, 1970

[2]California State Department of Finance, Special Census, 1976

[3]U.S. Census, 1980

The State Housing and Community Development Department (HCD) defines "lower income" households as those having 80% or less of the median income of the County. Households having less than 50% of the median income are considered "very low" income by the State. In comparison, HCD defines moderate income households as those having 80-120% of the median income, and above moderate incomes as anything above this.

According to State definitions and based upon the 1981 data, the distribution of Scotts Valley's population among the State's four identified income levels is estimated below:

Very Low Income Households (50% of County Median--$0 to $8,439	20%
Low-Income Households (51%-80% of County Median Income--$8,440 to $13,502)	13%
Moderate-Income Households (81% -120% of County Median Income--$13,503 to $20,252)	22%
Above Moderate Income Households (121%+ of County Median Income--$20,253+)	45%

Overpayment for Housing

A primary concern of housing elements is to identify the ability of lower income households to afford a decent home. In the past it was generally agreed that families who were paying more than 25% of their incomes for housing were overpaying. In Scotts Valley, it is estimated that 32.5% of all lower income households were paying more than 25% of their income for housing. This estimate is based on a 20% sample taken during the 1980 Census. As can be seen in Table 34, Scotts Valley had a lower percentage of lower income households overpaying for housing than elsewhere in Santa Cruz County.

TABLE 34

Lower Income Household Overpayment for Housing Scotts Valley[1]

Jurisdiction	All Lower Income Households[2]	Lower Income Renters Overpaying	Lower Income Owners Overpaying	Percent of All Lower Income Households Overpaying
Scotts Valley	853	203	74	32%
City of Santa Cruz	8,683	4,507	890	62%
Capitola	2,284	1,168	165	58%
Watsonville	4,212	1,765	364	50%
Unincorporated Santa Cruz County	15,751	5,462	2,561	51%
TOTAL	31,783	13,105	4,054	54%

[1]Overpayment is payment in excess of 25% of household income for housing.

[2]Lower Income Households are those with 0% to 80% of Santa Cruz County Median Income ($0 to $13,502, based on 1979 figures).

Source: AMBAG, December 1983

In the past, Scotts Valley has worked with the Santa Cruz County Housing Authority to operate a Section 8 Program which assists low/moderate-income tenants with rent payments. The tenants pay 25% of their income toward the

rent and the Housing Authority "makes up" the difference to the private landlord up to a pre-established maximum rent. The program is administered through the Housing Authority by agreement with the City. Currently, approximately 11 households in Scotts Valley are receiving Section 8 assistance.

Household Size and Overcrowding

The average household size in Scotts Valley decreased from 2.58 persons per household in 1976 to 2.53 persons per household in 1980, representing a 1.9% decrease. Households are established residences, while housing units may be occupied only during portions of the year. The 1980 Census reported 2,568 households and 2,773 housing units within Scotts Valley.

Based on 1980 Census information, 80 households out of the City's total 2,568 households were identified as being overcrowded, The measure for overcrowding is typically considered to be housing units which have 1.01 or more persons per room. The median unit size in Scotts Valley is five rooms per unit. The 1980 Census indicates that 305 people were housed in the 80 overcrowded units, which represents 3.81 persons per household. Overall, the number of overcrowded households in Scotts Valley represents approximately 3% of the City's total households. Therefore, it appears that overcrowding is not a serious issue for Scotts Valley at this time.

Household Tenure

Tenure refers to the status of the household as being either homeowner or renter. Owners can be considered even though mortgage payments are being made, and renters are counted even though no cash rent may be paid. In Scotts Valley, owner-occupied dwelling units outnumber renter-occupied units by nearly 3 to 1. In 1980, owner-occupied homes comprised 74.4% of the City's total housing stock, while renters occupied 25.6% of the total dwelling units. In comparison, the homeowner-to-renter ratio in Santa Cruz County as a whole is 59.5% to 40.5%.

Special Housing Needs

Potential groups within the City which may have special housing needs include elderly residents, large families, female headed households and handicapped households. Nearly 16% of Scotts Valley population is over 65 years of age, representing a moderately large segment of the City's population. In the past, the majority of these residents have lived in mobile home parks within the City.

Of the other population groups with potential special housing needs, large families represented only 2.6% (66 households) of the City's total households. Female headed households and handicapped persons represented slightly higher percentages, but were not sufficient to indicate that a significant special housing need exists for these groups. Female headed households included 120 within Scotts Valley, representing 4.6% of the City's total households. There were 338 disabled persons residing within the City, which represented approxi-

mately 4.9% of the total population. For disabled persons, the 1980 Census only identified people who had a "work-related disability," or a "disability which prevented them from working." From these descriptions, the type or extent of the disability cannot be assessed.

Another special housing need is affordability. In Scotts Valley, about 33% of the households were considered low-income. Of the City's total households, nearly 20% were "very low" income and were considered to be at poverty level. It should be noted that approximately 325 of the 484 students attending Bethany College live off-campus. It is estimated that many of these students were married and this student population may be a contributing factor to the low-income households in Scotts Valley.

Appropriate Share of Regional Housing Needs

In compliance with Government Code, Section 65584, "each council of governments shall determine the existing and projected housing need for its region." The Association of Monterey Bay Area Governments (AMBAG) has determined an allocation of regional lower income housing needs for all localities in the Santa Cruz-Monterey region, including the City of Scotts Valley. The purpose of the allocation is to equitably distribute the responsibility for accommodating lower income households throughout the region and to avoid further concentration of lower income households in localities which contain more than the average proportion as computed from income data in the 1980 U.S. Census.

In making these regional housing allocations, AMBAG considered the current regional distribution of lower income households. Lower income households are those that have less than 80% of the County's median income. Of the total 167,527 households within the region, 69,225 were lower income, representing 41.3% of all households. Using this distribution as a criteria for avoiding further impaction, the number of lower income households allocated to each locality for 1990 by AMBAG is 41.3%. It is this 41.3% "fair share" distribution figure that AMBAG used to allocate regional housing needs.

Table 35 outlines Scotts Valley's appropriate share of lower income housing using the above data and criteria. Based on the figures in Table 35, in the 1980 base year, Scotts Valley had less than its fair share of the regional low income households (33%). AMBAG's projection indicates that, by 1990, Scotts Valley's fair share would be 661 households more than in 1980, which averages at an annual increase of approximately 66 lower income households.

Housing Characteristics

Existing Dwelling Units

With regard to types of housing units found in Scotts Valley, single-family residences are the dominant housing type. Table 36 presents information regarding the types of housing units in Scotts Valley. In 1980, the housing

TABLE 35

Scotts Valley's Appropriate Share

	1980 Base	1990 Projection	Projected Increase Over A Ten Year Period to 1990	Percent Increase
Population Total	6,891	9,300	2,401	34.9%
Group Quarter Population	391	500	109	27.8%
Household Population	6,500	8,800	2,300	33.8%
Number of Households	2,568	3,667	1,099	42.7%
Lower Income Households	853[a]	1,514[b]	661	77.4%
Average Household Size	2.53	2.40	-.13	-5%

Annual Average Increase in All Households = 110
Annual Average Increase in Lower Income Households = 66

[a]Note that, in 1980, 33% of all households in Scotts Valley were lower income.

[b]Fair share distribution assumes 41.3% of all households are lower income.

Source: AMBAG, December 1983

TABLE 36

Number and Type of Dwelling Units

	1976[a]	1980[b]
Single-Family	1,200	1,580
Multi-Family 2 to 5 units	218	275
Multi-Family, 5+ units	70	201
Mobile Home	731	717
TOTAL	2,219	2,773

[a]California State Department of Finance, Special Census, 1976

[b]AMBAG.

Source: AMBAG

type distribution in Scotts Valley was 56.9% single-family units, 25.9% mobile homes, and 17.2% multi-family units.

Approximately 1,305 housing units were located within Scotts Valley in 1970, compared to 2,773 units in 1980 (these are year-round housing units). Comparison of the 1970 and 1980 Census figures reveals that the housing stock in Scotts Valley increased by 112%. As of June 1983, the number of housing units within the City was reported to be 2,830 units.

In analyzing the types of units built or approved in Scotts Valley since 1976, single-family units dominated the City's housing stock. However, townhouse-condominiums have been increasing in number. During 1980-1981, more condominiums than single-family homes were constructed. In 1980, there were 111 condominium units within the City, representing 4% of the City's total housing stock. As more units are built, the percentage of single-family units in the stock is anticipated to decrease, while townhouse-condominiums are likely to increase. Likewise, while mobile homes comprised 32.9% of the City's housing stock in 1976, they now comprise an estimated 23.7% of the housing stock (1980 Census).

Vacancy Rate

Vacancy rates theoretically measure the health of the housing market in a community. The vacancy rate is the percentage of the total housing stock available for sale or rent at any one time. An overall vacancy rate of 5% is considered to be a "healthy" vacancy rate for both owner-occupied and rental units. Vacancy rates fluctuate yearly, depending upon the economic trends that influence the supply of housing.

In 1976, the vacancy rate in Scotts Valley was 4.5%. The 1980 U.S. Census data shows a City vacancy rate of 3.8%. This decrease in the vacancy rate from 4.5% to 3.8% indicates that there were proportionally more units for sale or rent in 1976 than in 1980. It should be noted that many California communities are experiencing vacancy rates of 1.96% or less, so Scotts Valley's vacancy rate is in excess of the State average, although it is still lower than 5%.

In 1980 there were 2,751 year-round housing units in Scotts Valley and 22 "seasonal" units. There was a total of 183 vacant units. Of this number, 45% were for sale, 13% (23 units) were for rent, 11% (21 units) were used on an occasional basis and were vacant at the time of the Census survey, and 31% (57 units) were vacant for some other reason, such as construction or remodeling. Of the vacant units for sale in 1980, 60% were condominium units. Table 37 presents the reasons for vacancies within Scotts Valley for the years 1970, 1976 and 1980. No trends have been identified with regard to reasons for vacancies within Scotts Valley.

TABLE 37

Reasons for Housing Vacancy in Scotts Valley

	1970		1976		1980	
	%	#	%	#	%	#
For Sale	13%	8	17%	17	45%	82
For Rent	29%	18	8%	8	13%	23
Seasonal	1%	1	22%	22	11%	21
Under Construction or Reason Undetermined	57%	35	53%	53	31%	57
TOTAL	100%	62	100%	100	100%	183

Source: Scotts Valley 1977 Basic Data Report
1980 U.S. Census

Housing Conditions

Scotts Valley has a mixture of older housing units and a larger number of more recent, modern units. Approximately 25% of the existing units were built prior to 1960. Prior to 1966, Scotts Valley was primarily a summer retreat and retirement community, with a housing stock comprised largely of summer cabins and mobile homes.

The increase in housing stock in the City of Scotts Valley over the past 10 years has occurred predominantly in the outer portions of the City, away from the two main traffic and commercial arterials -- Mt. Hermon Road and Scotts Valley Drive. Within close proximity to Mt. Hermon Road and Scotts Valley Drive, 25% of the City's housing stock (approximately 671 dwelling units) can be found, comprising the oldest housing stock in Scotts Valley.

Estimates of housing condition have been made in the past. AMBAG estimated that there were 70 substandard houses in Scotts Valley in 1980. As a result of a City survey, 124 units were determined to be in need of repair in 1983, comprising 4% of the City's overall housing stock. The survey relied heavily on exterior inspection to determine housing condition, and the 1982 Scotts Valley Housing Element indicated that 4% was probably a conservative figure, and that 7% of the total housing stock (194 units) were in need of repair. It is estimated that of this number, 124 units were suitable for rehabilitation, while 70 units were not suitable for rehabilitation due to poor condition and

should be replaced. It was further estimated that of the 124 units in need of repair, 90 were owner-occupied and 31 were renter-occupied. Approximately 11 units had been demolished since the 1980 Census.

The areas where the 124 units in need of repair are found include the Christel Oaks Drive duplexes (26), Jolly Way/Blake Lane areas, as well as various areas along Mt. Hermon Road and Scotts Valley Drive. Some of these areas were generally identified as part of a redevelopment project proposed within the City in 1981. These substandard areas are shown in Figure 30. Some of these areas are currently undergoing a transition from residential land use to commercial use, and many of these housing units are becoming non-conforming to current land use trends in this area of the City. The Carbonera Creek Mobile Home Park, for example, is zoned for light industrial development. Much of the Jolly Way and Blake Lane area has been designated for office and residential land use. Housing units which lie within residentially designated areas near the City's core (near Mt. Hermon Road and Scotts Valley Drive) that are conforming land uses should be repaired and maintained to meet building and fire code standards in order to perpetuate a housing stock in close proximity to the City's employment areas. In addition, these areas currently provide an area of affordable housing for the City's low-income households.

Housing Value and Rents

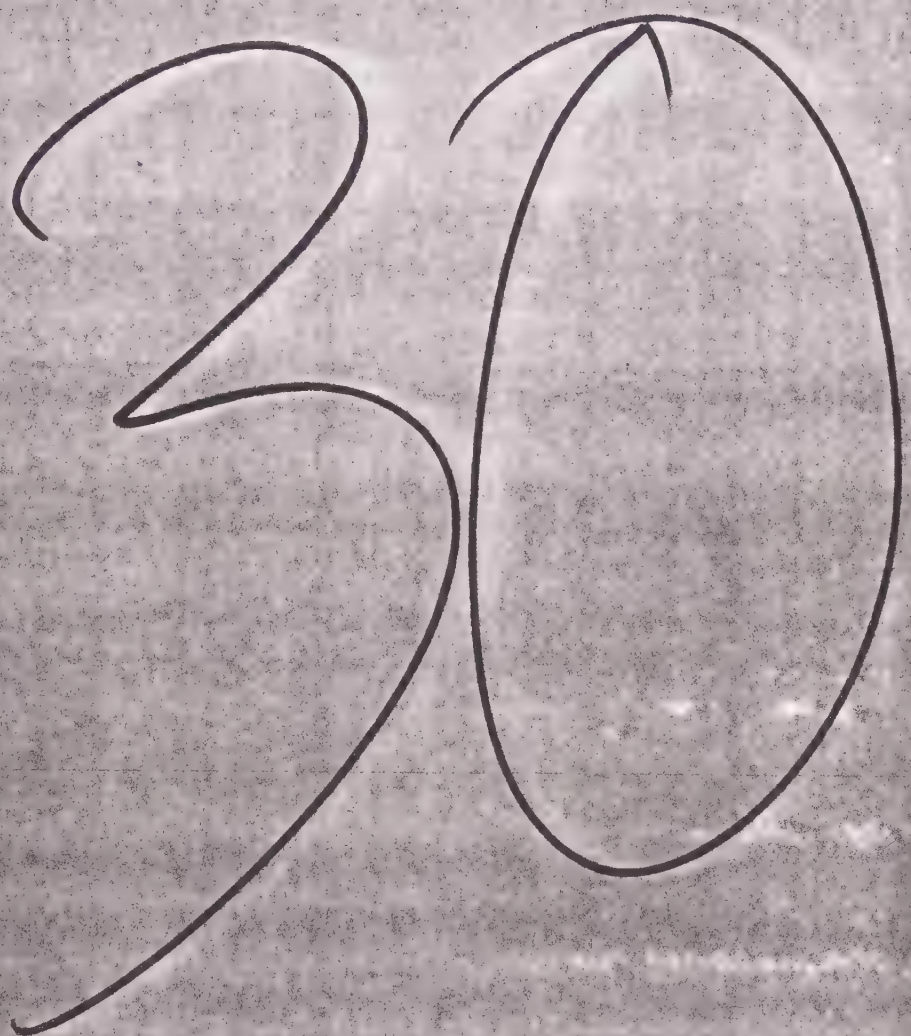
The cost of housing is one of the major areas of concern in our country today. Housing costs and demand have increased dramatically, especially in the western states and the "sunbelt" area of the south. According to the State of California, Department of Housing and Community Development, median home prices in the State increased from $23,000 in 1970 to $48,000 in 1979, representing a 108% increase. There have been many reasons why housing prices have increased; some of the more important ones are dwindling supply of developable land, increased land, labor and materials cost, increases in interest rates, governmental controls, and increased speculation. The County of Santa Cruz has had its growth limited by the passage of Measure "J," a growth management initiative, in January 1978.

In 1981, it was found that the average advertised price for a 2- and 3-bedroom house in Scotts Valley was $124,000 and $146,000, respectively. In 1976, the average cost of a single-family home was approximately $50,000. The 1980 Census shows the median housing value in Scotts Valley at $123,700.

With regard to rental housing, the City's 1982 Housing Element indicated that the 1981 average rentals were estimated at:

1-bedroom	$255/month	3-bedroom	$560/month
2-bedroom	$400/month	Mobile Home Space	$185/month

The 1980 Census indicated the median rent in Scotts Valley as $317 per month. In 1976, the median City rents ranged between $150 and $200. Discussions with local realtors during the preparation of this section indicated that average 1984 housing rentals are as follows:



1-bedroom	$350 - $375/month
2-bedroom	$450 - $550/month
3-bedroom	$750 - $1,200/month

The types of units that are renter-occupied are fairly evenly distributed between single-family and multiple-family units. According to data compiled by AMBAG, approximately 44% of Scotts Valley's rental units are single-family structures, 48% are multiple-family units, and 8% are mobile homes.

Energy Conservation

The State of California requires that energy saving measures be applied to new dwellings through the Uniform Building Code. In addition, building design features which can improve energy efficiency include lot and building orientation that emphasize passive solar utilization (such as a concentration of southern facing windows and skylights and avoidance of north facing windows) and construction of attached dwellings which promote energy efficiency.

In evaluating future residential projects, Scotts Valley should encourage energy efficient designs which take advantage of passive solar design and/or utilize other solar devices. Designs that take advantage of optimum lot and building orientation will become increasingly cost effective as energy prices continue to rise. In addition, large residential subdivisions should be planned to maximize use of public transit, bicycles and pedestrian access, especially where houses are in close proximity to commercial and employment areas.

Retrofitting of existing residential buildings with insulation and energy conserving devices may well be the most cost effective measure to reduce energy consumption. The effectiveness of these programs can be promoted by working with utilities which offer free energy audits. California cities have found that "weatherization" of all existing residences would pay for itself within five years.

Projected Housing Needs and Site Availability

The housing plan must determine the number of units that need to be constructed by 1991. AMBAG has estimated housing unit projections based on an average annual growth rate of 3.4%. When this growth rate is applied to AMBAG's projections, the number of new households formed in Scotts Valley by 1991 is estimated to be 1,136. Approximately 682 of these new households are estimated to be lower income. This represents about 60% of the new households formed and 41% of the City's total household population projected for the year 1991. AMBAG estimated the net increase in housing units and total new construction needs for the City based on expected household formations, a vacancy factor to maintain a healthy housing market, and a replacement factor for

demolished units. Table 38 presents these housing unit projections made by AMBAG.

TABLE 38

Estimate of Net Increase in Housing Units and Total Construction Need -- 1980-1981

Total Lower Income Units		Household Increase		Vacancy Factor		Replacement Units		Total Construction Need
682		1,136[a]	+	57[b]	+	6[c]	=	1,199

[a]Assumes 2.4 persons per household.

[b]A 5% vacancy factor is added to provide for a healthy housing market.

[c]Assumes a replacement factor of .02%.

Source: AMBAG forecast projected with a 3.4% annual average growth rate.

Pursuant to housing element requirements, existing and projected housing needs must be made for all income levels. According to the estimated distribution of income levels in Scotts Valley, the existing and projected housing unit construction need can be distributed among four income levels, as follows:

	Estimated Housing Construction needs July 1980 to July 1984	Projected Housing Construction needs July 1984 to July 1991
Very Low Income	87	153
Low-Income	57	99
Moderate-Income	96	168
Above Moderate Income	196	343
TOTAL	436	763

The total construction need between July 1980 and July 1991 is estimated at 1,199 units. Approximately 133 building permits were issued between the 1980 Census and December 1983, bringing the number of new needed housing units to 1,076. Between 1980 and 1984, 77 new units were constructed, hence the unsatisfied 1980-1984 construction need is as follows:

	Estimated Housing Construction need -- July 1984
Very low Income	72
Low-Income	47
Moderate-Income	79
Above Moderate Income	161
TOTAL	359

If this unmet construction need is added to the projected housing construction needs from July 1984 to July 1991, a total of 1,122 new housing units are projected to be necessary for Scotts Valley. According to AMBAG's "fair share" regional allocations, by 1991, 41.3% of Scotts Valley's entire housing stock must be affordable by lower income households. To reach this level, approximately 60%, or 673 of the new housing units must be affordable by lower income households. The remaining 449 units may be targeted for moderate and upper income level households.

It should be noted that as many as 585 units have been approved by the City during this four year period. This is shown in Table 39. Therefore, the City will experience additional new construction in late 1984 and 1985.

An inventory of the vacant lands in Scotts Valley was made as part of this study. It is estimated that the vacant residential parcels within the Scotts Valley Planning Area comprise about 692 acres (based on existing zoning). The majority of these vacant lands are currently zoned with low density designations. Approximately 1,218 units could be constructed as single-family and 334 units as multi-family. See Figure 31 for areas suitable for residential development. Despite the large amount of vacant low density residential lands, currently there are enough vacant lands to meet the housing needs of all income groups until 1990. The amount of new housing needed will be reduced further as planned residential developments are constructed. Table 39 summarizes the status of housing units recently approved or under construction. Approximately 500 units have the potential to be built, with 122 of these under construction or soon to be constructed. All of these units are within the Scotts Valley Water District, with the exception of the Granite Creek development. The Granite Creek project is currently outside the District and will either be annexed to the Scotts Valley Water District or developed on private wells.

It should also be noted that there are approximately 190 vacant commercial and industrial zoned acres in the City. In addition, there are several "underutilized" commercial lots where small cottage units are now located. Although these areas could be used for residential purposes, in the past the City has developed a policy against mixed uses in these areas. However, this land could be utilized on a limited basis, by encouraging mixed uses such as "cottage commercial" where a craft person or merchant both lives and works in the same location. Furthermore, upper floor areas in a commercial or light

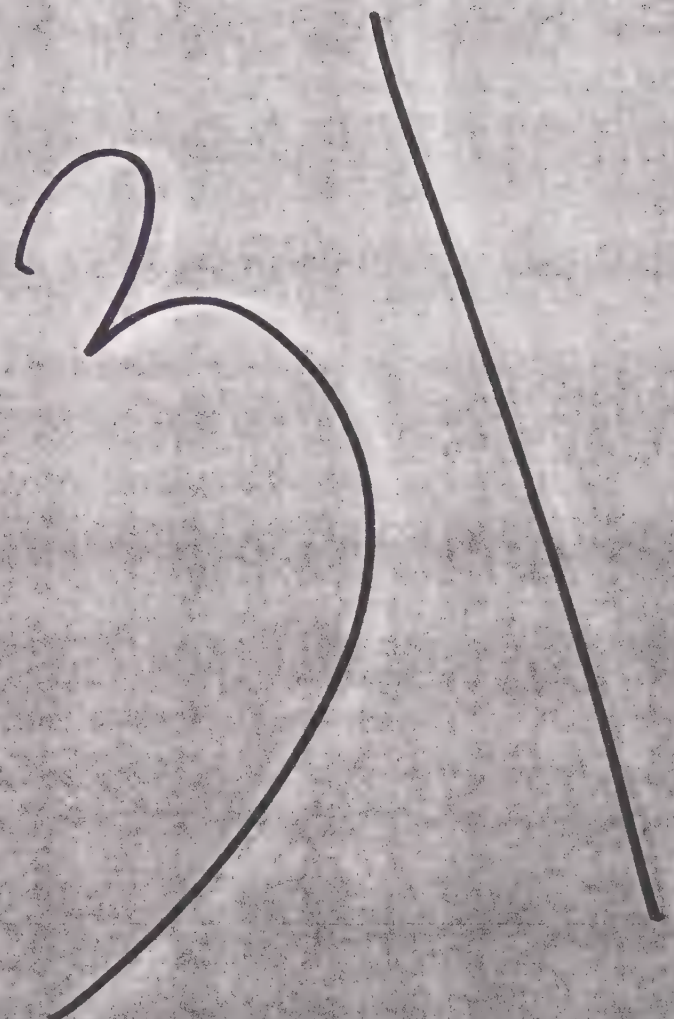


TABLE 39

Current Housing Project Status -- 1984

Project Name	Planned	Number of Units Approved	Under Construction	Built
Scottsborough	140 SF	140	48	
Scotts Valley Heights	60 SF	60		
Indian Springs	192 MF	192	72	
Oak Terrace	19 SF	19		19
Village Green	30 MF	30		30
Woodhill Village	23 SF	23 (Tentative Map)		
Vaughn Worth	19 SF	19	Improvements	
Bergman-Norton	14 SF	14	2	
Granite Creek	28 SF	38 (Tentative Map)		
Sunflower	50 SF	50	___	28
TOTAL	585	585	122	77

SF = Single-Family Unit
MF = Multiple-Family Unit

Source: City of Scotts Valley Planning Department

industrial building could be utilized in a small community such as Scotts Valley. Mixed-usage in this manner could create a potential for additional small residential units and could be a productive utilization of the land available for development.

There are also numerous single-family lots which could accommodate a small secondary residential unit ("granny" unit) as allowed by recent State legislation. Another way to increase available lands for housing would be to designate areas of deteriorating housing for higher density development. This includes approximately 70 units which are not suitable for rehabilitation and should be replaced.

In addition to land currently vacant within city limits, there is also land adjacent to the City and within its Planning Area. In order to meet its

long-range construction need for new housing units, the City should evaluate these areas to determine areas suitable for low, medium, and high density housing.

The availability of sewer and water services limits the actual availability of land for housing development in Scotts Valley. New developments within the City's jurisdiction are required to hookup to the City's sewage treatment plant. Recent improvements to the City's sewage treatment plant have expanded plant capacity by 400,000 gallons a day. The upgrading has been completed and removes a former constraint to housing development. New development outside the existing sewered area will require the extension of sewer mains, but the treatment plant's increased capacity will be able to serve the developable sites as indicated in Figure 31.

The provision of water service presents a major constraint to construction of new housing. The Planning Area is situated largely within the jurisdiction of the Scotts Valley Water District. A small portion of the City is within the San Lorenzo Valley Water District.

The Scotts Valley Water District will serve most of the City. As of 1984, the District had no surplus water and was not issuing new connections. At this time, the District is testing an area for development of a new well. If successful, this additional well could serve between 360 and 720 units in two years. However, the actual water yield is uncertain, and testing and development are in progress. The District has also undertaken the preparation of a comprehensive groundwater study to identify areas suitable for additional wells. Successful well testing in the Scotts Valley Water District may provide additional suitable sites for development over the next five years.

There are very few undeveloped properties within the San Lorenzo Valley Water District. Water service is currently available for 106 additional residential units, although new developments will have to pay for extension of water mains and other improvements. Figure 32 illustrates those lands suitable for housing that are currently served by the San Lorenzo Valley Water District. The existing zoning and proposed land use designations for lands suitable for residential development within the San Lorenzo Valley Water District is illustrated in Figures 22 and 34, respectively. The Citywide Land Use Plan should be compared with Figures 31 and 32 in order to clarify those lands suitable for residential development and what land uses the City proposes for each vacant residential parcel.

Housing Constraints

Governmental Building Constraints

Governmental policies and regulations can constrain future residential development to varying degrees by imposing requirements and limitations on residential development. These actions in turn can affect the cost of housing. Generally, these governmental constraints include land development controls,

development processing procedures and fees, requirements for provision of services and facilities, and use of federal and State programs.

Land development controls include policies and regulations contained in the City's General Plan, Zoning Ordinance and Building Code. As of 1983, Scotts Valley did not have any growth management policies or regulations which could constrain development of housing. Densities allowed by the current Scotts Valley Zoning Ordinance and a comparison to the existing General Plan are illustrated in Table 40.

TABLE 40

Residential Densities

Designation	General Plan	Zoning
High Density	15.0 units/acre	14.5 units/acre (RM-3000) 7.0 units/acre (R-1-6, 8, 10) 7.0 units/acre (Rec)
Medium Density	6.0 units/acre	4.0 units/acre (R-1-20) 3.0 units/acre (R-1-32, 1A) 2.5 units/acre (A-2-1/2)
Low Density	2.0 units/acre	2.0 acre minimum (RR-2)
Very Low Density	0.5 net acre/unit	1.0 acre minimum (RR-1, RA)
Rural Density	2.5 net acres/unit	5.0 acre minimum (A-5) 10.0 acre minimum (A-10)
Mountain Density	20.0 net acres/unit	Density based on slope formula (HR)

Source: Scotts Valley General Plan and Zoning Ordinance

While Scotts Valley has a high density housing classification, very little vacant land currently exists within this designation. The majority of vacant lands are R-1-10 and 20 (4-7 units per acre) or lower density Hillside Residential. To help increase the potential land availability for housing, some vacant large parcels may be suitable for a higher density. In addition, another general plan/zoning designation may be appropriate to encourage development of medium to high density townhouses, condominiums, mobile homes,

or manufactured housing developments. If additional high density housing is not developed in Scotts Valley, prices of existing apartments and mobile homes may increase due to lack of competition which will restrict potential lower income buyers and renters.

Because of the high cost of housing and housing construction, there is a nationwide trend to construct smaller units. The smallest unit allowed in the Uniform Building Code is approximately 250 square feet. The City could consider a zoning designation for designated high density areas which would allow construction of small studio and one-bedroom units.

Development processing fees, permit fees, and public service fees can add costs to housing projects. Scotts Valley's processing fees are comparable to those of surrounding jurisdictions. The fees charged by the City and local districts are presented in Table 41.

TABLE 41

City of Scotts Valley Schedule of Fees

Action		
General Plan Amendment		$ 1,000.00
Rezoning		342.00
Design Review		57.00
Variance Permit		57.00
Use Permit		57.00
Planned Unit Development (PUD)*		455.00
Site Plan Review		17.00
Housing Moving Permits		125.00 to 175.00
Building Plan Check		100.00
Engineering Plan Check		50.00/page
Annexation		300.00
Environmental Assessment		100.00
E.I.R.		1,000.00
Lot Line Adjustment		125.00
Minor Lot Division		
a) Tentative Map	Lot 1	175.00
	2-25	10.00/lot
	26-50	8.00/lot
	51-100	6.00/lot
	101 and over	2.00/lot
b) Parcel Map		125.00 plus recording fee
c) Final Map		425.00 plus recording fee

City of Scotts Valley Schedule of Fees
Continued

d) Tentative Improvement Plan		62.00/page
e) Final Improvement Map		62.00/page

Storm Drain

a) Collected with Building Permit		.17/sq. ft.
b) Collected with Subdivision	RA	569.00/lot
	R-1-6	256.00/lot
	R-1-10	342.00/lot
	R-1-20	455.00/lot
	RM and OR	1,138.00/acre
c) Commercial/Industrial		1,480.00/acre

Water Service

a) 5/8"	6.00/month
b) 1"	12.00/month
c) 1-1/2"	24.00/month
d) 2"	36.00/month
e) 3"	48.00/month

Water Connection

a) 5/8"	2,500.00
b) 1"	6,250.00
c) 1-1/2"	12,500.00
d) 2"	20,000.00
e) 3"	37,500.00

Sewer Service

a) First 3,999 gallons per month	14.00/month
b) For 4,000 to 5,999 gallons/month	.30/100 add't. gallons

Residential Sewer Connection 615.00

Fee Schedules as of April 1982
Water and Sewer Service Fees as of March 1984

The time required to process residential projects depends upon the size and scope of the project. Any time delays in processing can ultimately add costs to housing. Delays in processing may occur if environmental review, pursuant to the California Environmental Quality Act (CEQA), requires an EIR to be written. At times, approvals from other agencies such as LAFCO or water districts may be required for certain types of projects.

A comparison of Scotts Valley's permit fees with other jurisdictions of similar size indicates that Scotts Valley's fees are slightly higher for some permits, but overall are relatively comparable. This comparison is illustrated in Table 42. Fees for public service connections remain a constraint in Scotts Valley.

TABLE 42

Comparison of Permit Fees

Action	Scotts Valley	Capitola	Santa Cruz	King City	Soledad	Sand City
Rezoning	$342	$300	$275 maximum (55+25/ parcel)	$300	$250	$200 + 10/acre
Variance	57	50	80	100	100	75
PUD	455	None	None	None	100 + 10% of project cost	100
Tentative Subdivision Map	175 + 2-10/ lot	200 + 10/lot	220 + 25/lot	30 + 2/lot	100 + 10/lot	350
Final Subdivision Map	425	100 + 10/lot	0	50 + 5/lot	100 + 10/lot	200
EIR Review	1,000	500 +	275	10% EIR cost	100 + 10% cost	400

Most permit applications for single-family housing in Scotts Valley are processed within 30 to 60 days (assuming environmental review has been completed). Development of four or more units can take anywhere between one and eight months to process, depending on the complexity of the project, EIR requirements, and subdivision requirements. In the past, sewer and water moratoriums and legal action against the City have created additional processing delays.

Scotts Valley's Building Code is based on California's Standard Fire Code, National Electric Code, Uniform Building Code, Uniform Plumbing Code, and Uniform Mechanical Code. While the requirements of these codes are no more restrictive than those of other jurisdictions, controls such as these do raise the price of housing and further limit the availability of homes to lower income persons.

The provision of many public services, which historically had been the role of government, is now being transferred to developers. The result often adds to increased housing costs for the buyer and renter. Cities and counties have found it increasingly difficult to bear all the costs of providing public services, especially since the passage of Proposition 13. Developers now may be responsible for off-site road construction and off-site extension (and, at times, enlargement) of water and sewer lines, and provisions of drainage systems, sidewalks, and street lighting. Developers may also be required to construct or participate in assessment districts that fund off-site improvements. Providing such public services is usually expensive and with the cost passed on to home buyers and renters, this presents another potential constraint to the development of affordable housing.

Various federal and State housing assistance and finance programs are administered through the Federal Department of Housing and Urban Development, the State Department of Housing and Community Development, and the California Housing Financing Agency. Generally, problems with these funding sources include limited funding availability, eligibility criteria, public opposition to public housing, and administrative paperwork involved with preparing applications.

Non-Governmental Building Constraints

The national economy, which has experienced inflation and increased interest rates in the recent past, has added to high housing costs. As a result, the cost of land, labor, materials, borrowing, and site preparation has increased dramatically. These costs, along with increasing interest rates, not only have affected the construction industry, but also have limited residents' ability to purchase, thereby further tightening the housing market. Below is an estimated breakdown of the cost components for new housing production in Santa Cruz County.

Land (with water and sewer available)	12.0%
Materials	36.6%
Labor	6.4%
Site Improvements	11.5%
Land Holding Costs	1.6%
Construction Capital & Financing	2.0%
Taxes and Fees	3.8%
Indirect, Closing, Misc. Costs	9.4%
Profit and Marketing	16.4%
	100.0%

Financing remains one of the largest obstacles to the housing problem. The recent high interest rates are making housing unaffordable to most people, especially for first-time home buyers. Based on the current average price of a single-family house ($124,000) and assuming a buyer put 20% down with a 30-year loan at 16%, monthly mortgage payments would be approximately $1,331 per month. A household would have to earn between $45,000 and $64,000+ per year to buy a first home. Approximately 8% of the City's households are within this income range.

In addition to these constraints, a number of environmental limitations may also constrain future development. There are many areas within the City or its Planning Area that have slopes in excess of 40% and may be within groundwater recharge areas. Another potential problem is that many small lots exist which may be difficult to develop due to access, topography and zoning limitations.

Raw land prices are equally inhibitive. Prices for residential lots vary depending on the site location, viewshed, and proximity to the freeway. A representative figure for a 1/4 acre single-family lot within the city limits that includes paved road access and utility hookups falls between $58,000 and $74,000. Outside the city limits, three- to five-acre single-family parcels with paved road access and utilities sell for $85,000 to $105,000. Vacant multi-family parcels are difficult to find in Scotts Valley. At the time of this writing, there were no multiple-family lands on the real estate market. The lack of available land for high density housing and the restrictive prices of single-family lots are further constraints to affordable housing development.

Summary

Previous sections of this Housing Element have provided an outline of the City's housing responsibility, a review of the City's housing characteristics, a discussion of various housing needs, and an analysis of the constraints which may actually reduce the amount of housing constructed. The following section provides a comprehensive housing strategy (or plan) to solve the City's housing problems. This strategy or plan contains the following: (1) a

concise listing of housing issues; (2) presentation of housing goals, objectives, policies, and programs; and (3) a housing program summary, Table 43. Essentially, the housing plan establishes a framework for provision of affordable housing for all segments of the City's population and labor force.

The success of a housing plan lies not only on its implementation, but also depends on a continuous review and revision process. Thus, the City should review and evaluate, and where necessary, revise the existing housing plan goals, objectives, and policies to best serve the City's needs. This shall be based on the following criteria:

1. The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the State housing goal;
2. The effectiveness of the housing element in attainment of the community's housing goals and objectives; and
3. The progress of the City in implementation of the housing element.

This review will be done on an annual basis beginning July 1, 1986.

TABLE 43
Housing Program Summary

Problem	Target Resident	Program	Program Actions	Objectives	Timing	Funding	Responsible Agency
NEW CONSTRUCTION	All Residents	34.1.1.1-4	Identify suitable sites for housing; adopt new general plan designations; monitor number of jobs created in City; increase densities where feasible to allow for redevelopment of substandard housing not suitable for rehabilitation; increase densities in single-family residential zones.	Increase supply of ownership & rental units to the extent that is economically feasible & consistent with population growth trends. Promote construction of 400-1,199 new housing units by 1991.	1984-1991	Private	Community Development Department
PROVISION OF SERVICES	All Residents	34.1.3.1-3	Actions stated in Programs.	Increase City's water supply.	1984-1986	—	Community Development Department
AFFORDABILITY	Low-Moderate Income Residents	35.1.1.1 35.1.1.3	Identify suitable areas for construction of affordable building types. Monitor number of affordable units constructed.	Increase housing opportunities by 60-150 units for very low and low-income residents by 1991.	1984-1991	Private	Community Development Department; City Council
		35.1.1.4	Facilitate and solicit federal, State & local financial assistance for construction of affordable rental units.	Expand low-income rental opportunities and provide mortgage assistance.	1984-1991	HUD, Sec. 8; Joint public-private (tax exempt mortgage revenues bonds; equity sharing).	City Council, Housing Authority;
CODES, STANDARDS & DEVELOPMENT PROCESSING	All Residents	35.1.1.5-6	Actions stated in Programs; implement any measures that may reduce housing costs based upon findings of review.	Reduce housing costs.	1984-1986	—	Community Development Department

Housing Program Summary
Continued

Problem	Target Resident	Program	Program Actions	Objectives	Timing	Funding	Responsible Agency
HOUSING CONDITION	All Residents	36.1.2.1	Actions stated in Program	Repair substandard ownership & rental housing units; rehabilitate 7 units annually.	1984-1991	Community Development Block Grant; FmHA Sec. 504; State Marks-Foran Residential Rehabilitation Act.	Community Development Department
ACCESSIBLE HOUSING NEEDS	All Residents	37.2.1.1	Promote open housing choice; refer housing discrimination complaints to State for investigation.	Prevent housing discrimination.	1984-1991	Private	Community Development Department
ENERGY CONSERVATION	All Residents	38.1.1.1	Disseminate information regarding available energy conservation tax credits and financial incentives.	Optimize energy conservation	1984-1991	—	Community Development Department, City Council

ISSUES FOR COMMUNITY DEVELOPMENT

EXISTING LAND USE

1. How can existing desirable land uses be protected from incompatible uses?

2. What methods are available to accommodate needed developments while maintaining and enhancing the area's scenic character?

3. How can new land uses be designated and sited to ensure effective provision of public services?

4. The Planning Area is attractive to some "Silicon Valley" companies for new industries or expansion of existing industries. How can the City determine this type of industrial use?

5. How can an appropriate balance of residential, commercial and industrial land uses be established to meet the present and future needs of the Planning Area?

6. As the Planning Area develops, there will be a need for more parks and recreational areas, more open space and more public facilities. How will the City accommodate existing and additional needs?

7. What can be done to avoid conflicts between different types of land uses? For example, should a labor-intensive industrial plant be located near an elementary school?

PUBLIC SERVICES AND FACILITIES

8. The existing City Hall is inadequate for service to the public and for normal day-to-day operations, and the new City Hall is incomplete. What can be done to resolve this situation?

9. As the City grows, how can we maintain and improve our protective services?

10. How can we promote better health and medical services for Planning Area residents?

11. How can we assure that educational services will keep pace with projected growth?

12. What can be done to minimize conflicts between schools and other land uses?

13. How can the City adequately address the safety of school children going to and coming from schools during regular school hours?

14. What portions of the Planning Area can be set aside for future park development?

15. How can the City develop strategies which will ensure funding for the upkeep of park facilities?

16. What steps can our City take to ensure adequate provision of public utilities to service future developments?

17. As the City's population increases, there will be increased demands for solid waste disposal. What should the City do to ensure that these demands can be met?

TRANSPORTATION

18. The 1983 update of the Traffic Corridor Study shows that Scotts Valley Drive along with the City's other principal and minor arterials are near or over their traffic carrying capacity. What can be done to improve vehicular circulation of the Planning Area?

19. How can the Planning Area's streets and roads be designed to safely accommodate pedestrians and bicyclists?

20. Heavy truck traffic on Mt. Hermon Road has caused local residents to become aggravated over noise levels and related traffic problems. What can be done to alleviate these problems?

21. How can we improve the Planning Area's transit service?

22. How can we improve the visual quality of the Planning Area's street and highway network?

23. How can we adequately accommodate the needs of local equestrians and other non-motorized modes of transportation?

HOUSING

24. What is the desired population or growth rate for the City by 1990?

25. What vacant areas within the Planning Area are suitable for new housing development, housing rehabilitation, or housing redevelopment at higher densities?

26. Should there be more medium to high density residential designations within the City, and if so, at what density levels?

27. What areas are suitable for high density developments (i.e., for studios and small 1- and 2-bedroom units)?

28. Are there areas suitable for additional mobile home or manufactured housing uses that should be designated as such?

29. Are there areas which are suitable for and should be designated for affordable housing construction?

30. Are there vacant areas especially suitable for clustered housing?

31. Will there be enough residentially zoned lands to meet employment projections?

32. Should new housing developments provide a certain percentage of affordable housing?

33. What are the constraints to developing new housing in Scotts Valley?

34. Are there ways to facilitate construction of affordable housing?

35. Have or could condominium conversions become a problem in terms of reducing the amount of existing affordable rental units?

36. When and how does the City plan to meet its fair share of low- and moderate income housing as determined AMBAG?

37. How can present residential value (monetary and quality of life) be enhanced and protected?

LAND USE

15 GOAL
TO ENCOURAGE LAND USES THAT PROMOTE A BALANCED COMMUNITY AND PRESERVE SCOTTS VALLEY'S SMALL TOWN CHARACTER.

15.1 Objective
To promote a planned and desirable land use.

15.1.1 Policy
In order to encourage desirable land uses, the City shall develop appropriate standards and/or procedures to control development siting, design, and landscaping.

15.1.1.1 Programs
Amend the zoning ordinance to include cluster zoning, planned unit development zoning, overlay zoning, special treatment areas, and other zoning mechanisms that will help attain the goals, objectives, and policies of the General Plan.

15.1.1.2 The City shall review and amend, as necessary, the Design Review Board Handbook and incorporate new siting, design, and/or landscaping standards. The Planning Commission and Design Review Board shall meet on an annual basis to review the handbook and to discuss other design concerns.

15.1.2 Policy
The City shall eliminate existing undesirable land uses.

15.1.2.1 Programs
The City shall identify land uses which are incompatible with the goals, objectives, and policies of the General Plan.

15.1.2.2 Use appropriate zoning mechanisms and the permit review process to phase out the incompatible land uses.

15.1.3 Policy
In order to promote orderly growth, the City shall approve only those proposed developments which can be served with public services and facilities in an adequate manner, have no unmitigated environmental constraints and are otherwise consistent with General Plan policies.

15.1.3.1 Programs

The City shall establish a procedure for the maintenance of data about the cumulative demand on public services (water, sewer, roads, police, fire, etc.). The City shall consider this data in planning for enhancements to services and in making findings that services exist or definitely will exist for proposed new development.

15.1.3.2 The Community Development Director shall prepare, in conjunction with other service jurisdictions, an annual report summarizing capacity or service limitations and anticipated needs to accommodate new growth.

15.1.3.3 Projects which cannot be adequately served by public services, which have unmitigatable environmental impacts or which are inconsistent with the General Plan policies shall be denied.

16 GOAL

TO PROMOTE A RANGE OF LAND USES TO ENSURE A BALANCED COMMUNITY.

16.1 Objective

To develop a range of land uses, ensuring balanced development of the Planning Area consistent with the City's desired character and environmental, social, and economic goals.

16.1.1 Policy

The City shall establish land use designations which provide, at build out, a number of commercial and industrial jobs that is equal to the number of workers who reside in the City. (For General Plan implementation purposes this jobs/work force ratio of 1 is considered equivalent to a jobs/housing units ratio of 1.3.)

16.1.1.1 Program

The Community Development Director shall prepare an annual report summarizing the yearly activity in land use and the changes in the jobs/housing units and the jobs/work force ratios.

16.1.2 Policy

The City shall encourage adequate and affordable housing for the existing and projected residential population.

16.1.3 Policy

The City shall promote commercial and non-polluting, light industrial land uses to enhance the City's economic base and to provide jobs for its residents.

16.1.4 Policy
The City shall limit heavy industrial land uses and overall development intensity in order to meet the City's desired character and environmental goals.

17 GOAL
TO PROVIDE ADEQUATE AREAS OF VARIOUS TYPES OF RESIDENTIAL DEVELOPMENT THAT ARE COMPATIBLE WITH PHYSICAL LIMITATIONS OF THE LAND AND AT LOCATIONS AND DENSITIES APPROPRIATE TO THE CITY'S IDENTIFIED HOUSING NEEDS

17.1 Objective
To designate a variety of residential uses.

17.1.1 Policy
The City shall promote the availability of adequate sites for a variety of housing types and densities consistent with Housing Element goals and environmental constraints.

17.1.1.1 Programs
The Community Development Director shall maintain an inventory of available residential land uses and shall provide an annual report to the City Council on the availability of housing sites to meet all City needs.

17.1.1.2 The City shall redesignate, as appropriate, non-residential land uses for residential use to meet the identified housing demand if the report of the Community Development Director so justifies it.

17.1.1.3 When identifying and zoning available housing sites, utilize AMBAG, State Department of Finance, and any other agency housing data base information to determine short- and long-term housing type and density needs.

17.1.2 Policy
The City shall preserve its stock of mobile home housing.

17.1.2.1 Programs
The City shall support and maintain a Mobile Home Park Conversion Ordinance which implements this policy.

17.1.3 Policy
The City shall encourage new, non-rental, mobile home and manufacturing housing developments suitable for all ages.

17.1.3.1 Program
Develop a list of vacant, medium-density residential land, in close proximity to shopping, services, schools, and

transit routes, which would be suitable for mobile homes and manufacturing housing.

17.1.4 Policy
In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation to provide larger sites or alternative patterns for residential development.

17.1.4.1 Program
Identify those areas where lot consolidation would provide sites for residential development. Develop a program to encourage lot consolidation in these identified areas in order to promote planned development.

17.2 Objective
Provide for residential densities consistent with slope conditions.

17.2.1 Policy
Land use densities should decrease with increasing land slope.

17.2.1.1 Program
The City shall develop a Zoning Ordinance using as one criteria the slope of the land:

- Land under 25% slope shall be zoned in any manner otherwise deemed fit.
- Land between 25% and 40% slope shall be zoned no more densely than low-density residential.
- Land over 40% slope shall be zoned no more densely than mountain residential.

17.3 Objective
Provide necessary uses to serve residential needs.

17.3.1 Policy
The City should permit institutional facilities in or adjacent to residential areas to provide accessory uses including, but not limited to, churches, schools, nursery schools, day care centers, youth and senior centers and nursing homes.

17.3.1.1 Program
Amend the zoning ordinance to permit or conditionally permit institutional uses in or adjacent to residential development.

17.4 Objective

Ensure compatibility between residential development and surrounding land uses.

17.4.1 Policy

The City shall prohibit new land use activities within and in close proximity to residential areas that generate undesirable impacts which cannot be mitigated.

17.4.1.1 Program

Through the environmental and permit review process, the City shall identify projects which could impact residential areas in a negative manner, and if such impacts cannot be mitigated, the City shall deny the project.

17.4.2 Policy

The City shall promote the provision of open space within and along the perimeter of residential areas in order to buffer them from adjacent land uses.

17.4.2.1 Programs

Revise the zoning ordinance to promote clustering of residential units to maximize on-site open space.

17.4.2.2 The City should promote open space buffers between residential land uses and other uses during permit processing. The zoning ordinance should be amended to identify appropriate buffer sizes.

18 GOAL

TO PROVIDE ADEQUATE AREA FOR COMMERCIAL LAND USES WHICH MEET THE SERVICE NEEDS OF RESIDENTS AND VISITORS AND ARE COMPATIBLE WITH SURROUNDING LAND USES.

18.1 Objective

Provide sufficient acreage to promote planned commercial development.

18.1.1 Policy

The City shall promote the availability of commercial sites to accommodate a mix of professional office, service commercial, and shopping center developments consistent with the environmental, service, and economic goals of the City.

18.1.1.1 Program

Maintain a list of vacant land and land that could be redeveloped that is available for commercial development. Update the list once per year and make it available to developers.

18.2 Objective

Ensure that commercial developments maintain the City's environmental beauty and quality, small-town character.

18.2.1 Policy

Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to integrate the entire development visually with the overall natural beauty of the Planning Area.

18.2.1.1 Program

Through the permit and design review processes, condition new commercial developments to be designed consistent with the City's quality, small-town character.

18.2.1.2 Commercial development shall be conditioned to install landscaped areas on no less than 10% of the total site area. Exterior maintenance agreements shall be made a condition of permit issuance.

18.2.1.3 A statement of the City's quality, small-town character and design standards associated with that character shall be incorporated into the Design Review Handbook. The Design Review Handbook shall be approved by the Council and Planning Commission.

18.2.2 Policy

Commercial signs shall be attractive and coordinated with the City's quality, small-town character and suitable for its rural, park-like setting.

18.2.2.1 Program

Review all signing proposed for new developments for consistency with the City's quality, small-town character and the architectural style of the building(s).

18.2.2.2 The sign ordinance shall be amended to contain design criteria that reflect the City's quality, small-town character.

18.2.2.3 After the sign ordinance is amended, the City shall review pre-existing signage for consistency with the new ordinance. The City shall require abatement of those signs not in conformance with the ordinance.

18.3 Objective

Ensure compatibility between commercial development and surrounding land uses.

18.3.1 Policy

Land uses located adjacent to commercial uses should be protected from excessive noise, unsightliness, offending odors and other nuisances.

18.3.1.1 Programs

Assess the adequacy of zoning regulations to buffer commercial development from adjacent land uses and amend the ordinance as necessary.

18.3.1.2 During the environmental and development review processes, identify potential impacts that commercial developments will have on other community land uses. Require mitigation of such impacts.

18.3.1.3 Lighting of commercial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

18.3.2 Policy

Commercial land uses should be confined to the urban core of the City.

19 GOAL

TO PROVIDE AREAS FOR QUALITY RESEARCH AND DEVELOPMENT AND LIGHT INDUSTRIAL LAND USES WHICH ARE LOCATED NEAR GOOD FREEWAY ACCESS, AND ARE COMPATIBLE WITH SURROUNDING LAND USES.

19.1 Objective

Provide appropriate space within the Planning Area for research and development, light industrial, and limited heavy industrial development.

19.1.1 Policy

The City shall promote the availability of vacant land designated for industrial use consistent with the environmental and economic goals of the City.

19.1.1.1 Program

Develop and maintain a list of vacant sites suitable for industrial development. Update the list once per year and make it available to developers.

19.2 Objective

Ensure that industrial and research developments maintain the City's environmental quality.

19.2.1 Policy
All research and industrial uses shall be low potable water users and low waste water generators.

19.2.1.1 Program
Through the environmental review and permit process, determine the water demand and sewage generation rate for proposed industrial developments.

19.2.1.2 Excessive use of water may be a condition for denial of a project.

19.2.1.3 Excessive discharge of wastewater may be a condition for denial of a project.

19.2.1.4 All industrial development shall be required to maximize their use of water-conserving plumbing fixtures.

19.2.1.5 The Wastewater Treatment Plant Supervisor and Hazardous Material Officer of the City shall determine whether or not on-site treatment of wastewater will be required at any industrial site.

19.2.2 Policy
Industrial land use which generates air pollution or noise in excess of local standards shall be required to mitigate such generation to an acceptable level.

19.2.2.1 Program
Review industrial land uses for air pollution and/or noise generation hazards. Require industrial land uses to meet both the air pollution emission standards as administered by the Monterey Bay Unified Air Pollution Control District and City noise emission standards.

19.2.3 Policy
Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

19.2.3.1 Program
All new industrial developments or expansions of existing industrial land uses must be designed and sited consistent with the City's desired character and be reviewed and approved by the Design Review Board prior to final project approval.

19.3 Objective
Ensure that industrial areas are compatible with and do not adversely impact surrounding land uses.

19.3.1 Policy
The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses and substantially lessen any potential adverse impacts.

19.3.1.1 Programs
Assess the adequacy of zoning regulations to buffer industrial development from adjacent land uses and amend the ordinance as necessary.

19.3.1.2 During the environmental and development review processes, identify potential impacts that industrial developments will have on other community land uses. Require mitigation of such impacts.

19.3.1.3 Lighting of industrial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

19.3.2 Policy
Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.

19.3.2.1 Program
New industrial developments shall be required to provide to the City a trip generation and distribution analysis as a part of project plans. The City should review and evaluate this analysis for impacts to residential zones.

20 GOAL
TO PROVIDE ADEQUATE AREAS FOR PUBLIC AND QUASI-PUBLIC LAND USES.

20.1 Objective
Provide coordinated, ongoing planning for public and quasi-public service facilities.

20.1.1 Policy
The City shall designate areas for new major public and quasi-public facilities and accessory facilities commensurate with the identified need. These facilities shall be conveniently located in or near the areas they are intended to serve.

20.1.1.1 Programs
The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and

set forth an acquisition and funding program. Acquire private lands as necessary to develop new facilities.

20.1.1.2 Work with utility providers to identify future utility expansion needs. Obtain easements from property owners to extend private utilities and/or promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights-of-way for utility expansions.

20.2.1 Policy
All public facilities shall be of a scale and general visual character and so sited to be compatible with the surrounding land use.

20.2.1.1 Program
Through the environmental, use permit, and design review processes, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses.

21 GOAL
TO PROMOTE THE PROVISION OF OPEN SPACE LANDS TO SATISFY THE NEEDS OF PLANNING AREA RESIDENTS, EMPLOYEES, AND VISITORS, AND TO CONSERVE NATURAL RESOURCES.

21.1 Objective
Provide open space land as part of new residential, commercial, and industrial developments.

21.1.1 Policy
The City shall require new developments to provide open space land and/or to provide appropriate fair-share funding to acquire additional open space recreational lands.

21.1.1.1 Programs
The City shall define open space land uses by ordinance.

21.1.1.2 The City shall require new developments to dedicate park land and/or to contribute park in-lieu fees to the City that enable the purchase of additional park land, or to provide recreational facilities, or to maintain existing parks. The amount of park land to be dedicated and the in-lieu fee structure shall be defined in the ordinance based on anticipated demand generated by individual projects.

21.1.1.3 Open space lands provided as part of development projects shall be integrated into a Citywide open space plan.

21.1.2 Policy

New commercial and industrial developments shall maximize on-site open space area, as appropriate, in order to provide open space and passive recreation opportunities for their employees and to minimize the demand for public open space and recreational facilities.

21.1.2.1 Program

During the environmental review and permit process, the City shall identify potential open space and recreation resource demands created by new commercial and industrial developments and require such developments to provide on-site open space and/or landscaped areas to satisfy that demand. This shall be accomplished through site planning and design methods, such as clustering, building coverage limitations, providing landscaped areas, or any other method deemed appropriate by the City. All on-site open space areas shall be maintained by the landowner.

21.2 Objective

Promote the preservation and managed production of natural resources through the use of the open space land use designation.

21.2.1 Policy

The City shall establish an open space zoning district which provides regulations for use of open space land.

21.2.1.1 Program

Amend the zoning ordinance to include an open space zoning district.

21.2.2 Policy

The City should designate significant native plant communities and/or rare and endangered plant and animal habitats as open space when significant adverse effects of new development cannot be mitigated.

21.2.2.1 Program

As part of the environmental review process for new developments, identify native plant communities or rare and endangered species habitats that would be unavoidably and significantly impacted. Designate those areas as open space. Amend the zoning ordinance to include these areas as open space uses.

21.2.3 Policy

Riparian corridors shall be maintained as open space.

21.2.4 Policy
The City shall maintain existing and newly designated timber preserve zones (TPZ) as open space.

21.2.4.1 Program
Designate and zone existing and new TPZs as open space. Amend the zoning ordinance to include TPZs as an open space land use.

21.3 Objective
Promote the availability of open space for recreational uses.

21.3.1 Policy
The City shall encourage the designation and development of open space areas for recreation.

21.3.1.1 Program
Zone existing and proposed City parks as open space. Amend the zoning ordinance to include City-owned recreation areas as open space uses.

21.4 Objective
Ensure the comprehensive and long-range preservation and conservation of open space land.

21.4.1 Policy
The City shall develop an open space management program to be used as an integral part of the planning process.

21.4.1.1 Programs
The Community Development Department shall develop criteria and guidelines to carry out objective 21.4. The Council shall review and approve the guidelines.

21.4.1.2 The results of the management program shall be reported annually to the City Council in the annual report about the General Plan.

PUBLIC SERVICES AND FACILITIES

City Government Facilities

22 GOAL
TO PLAN AND PROVIDE FOR ADEQUATE AND EFFICIENT CITY GOVERNMENT OFFICES AND COMMUNITY FACILITIES TO ACCOMMODATE THE EXISTING AND FUTURE NEEDS OF THE CITY.

22.1 Objective

Follow the Civic Center Master Plan for the development and maintenance of government offices and community facilities.

22.1.1 Policy

It shall be a high priority of the City to develop a site specific plan and detailed drawings to implement the Civic Center Master Plan.

22.1.1.1 Programs

Implementation of the Civic Center Master Plan shall ensure the following:

- Complete restoration of the Scott House and grounds in cooperation with the Scotts Valley Historical Society.
- Design, construction, and maintenance of the Civic Center in a park-like setting with ample provision for open space.
- Adequate areas for a police facility and community center/senior center facilities.
- Adequate public and employee parking.

22.1.1.2 The master plan will be updated and revised periodically to meet the changing needs of the City.

22.2 Objective

Protect and preserve the historical and archaeological resources of the Civic Center property.

22.2.1 Policy

The City shall protect and preserve the historical and archaeological resources on the Civic Center property.

22.2.1.1 Programs

Display significant examples of local archaeological facts and other appropriate historical resources in display areas at City Hall.

22.2.1.2 In cooperation with the Scotts Valley Historical Society and Santa Cruz Archaeological Society, the City shall submit all proposals for development of the Civic Center site to a SOPA-qualified archaeologist for review and recommendations.

22.2.1.3 The City shall construct and maintain the display areas at the Civic Center site.

22.2.1.4 The City shall enter into an agreement with the Scotts Valley Historical Society and the Santa Cruz Archaeological Society to organize programs and displays about the City's heritage.

22.2.1.5 The City shall work cooperatively with the Scotts Valley Historical Society to develop sufficient funding to complete restoration of the Scott House and grounds towards its future use as a City museum.

22.2.1.6 Cooperatively work with the Scotts Valley Historical Society to apply for State financial assistance under the Historical Preservation Grant Program.

22.3 Objective
Complete and occupy new City Hall.

22.3.1 Policy
The City shall make its top civic priority the completion of City Hall.

22.3.1.1 Program
Identify and pursue a financing program for the completion of City Hall.

Police and Fire Services

23 GOAL
TO SUPPORT THE PROVISION OF POLICE AND FIRE SERVICES AT LEVELS ADEQUATE FOR THE PROTECTION OF LIFE AND PROPERTY.

23.1 Objective
Support measures to improve and enhance the capability of the Police Department.

23.1.1 Policy
The City shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.

23.1.1.1 Program
During annual budget review, assess the present and future requirements of the police department and allocate a budget commensurate with the City's needs.

23.1.2 Policy
The City shall promote efforts to organize community crime prevention programs.

23.1.2.1 Program

During fiscal year 1986, fund the ongoing crime prevention programs of the City Police Department. Continue to support the ongoing crime prevention programs through Council proclamation.

23.1.3 Policy

The City shall require that all new development proposals and/or changes in land use be referred to the Police Department for law enforcement evaluation.

23.1.3.1 Program

As a part of standard permit and land use change processing, refer proposals to the police chief for review and comment prior to preparation of the City Staff report.

Health and Medical Services

24 GOAL

TO IMPROVE THE AVAILABILITY AND ACCESSIBILITY OF HEALTH AND MEDICAL SERVICES TO ALL RESIDENTS OF THE PLANNING AREA.

24.1 Objective

Increase the availability of health and medical services as necessary to meet the needs of Planning Area residents.

24.1.1 Policy

The City shall encourage public and private health care providers to expand their services or to locate in the City consistent with environmental constraints and the needs of local residents.

24.1.1.1 Program

The City Council should direct the City Administrator to encourage health care providers to expand or locate in the City consistent with the resident need.

Education Facilities

25 GOAL

TO PROVIDE A BROAD RANGE OF EDUCATIONAL OPPORTUNITIES FOR RESIDENTS OF THE PLANNING AREA, IN AN ENVIRONMENT WHICH ADDRESSES THE SAFETY OF SCHOOL CHILDREN GOING TO AND RETURNING FROM SCHOOL, AND ASSURES COMPATIBILITY BETWEEN SCHOOL CAMPUSES AND OTHER LAND USES.

25.1 Objective

Encourage communication and cooperation between the City and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the Planning Area's anticipated growth.

25.1.1 Policy

As part of the environmental review process, the City shall evaluate new residential developments for their potential impact to enrollment of the school system.

25.1.1.1 Programs

Assess the impact of proposed residential development on school enrollment capacities.

25.1.1.2 Develop an ordinance which requires new development that impacts schools to provide fees or fund off-site improvements to substantially reduce the identified impact.

25.1.1.3 The City shall impose a housing impact fee on all new residential development for the purposes of mitigating overcrowding. The fees shall be levied upon demonstration by the Scotts Valley School District that their facilities are overcrowded.

25.1.2 Policy

The City shall assist appropriate districts and agencies in reserving proper sites for future schools and/or colleges.

25.1.2.1 Program

Rezone property for public and quasi-public use, or amend the zoning ordinance to allow public and quasi-public uses in appropriate zoning districts in order to accommodate development of schools.

25.1.3 Policy

Appreciating their continued presence as definite assets to the local environment, the City shall coordinate with private school facilities and public school districts in the implementation of campus plans.

25.1.3.1 Program

Through the development review and permit process, coordinate with the school districts in campus plan implementation by providing City Staff assistance as necessary and appropriate.

25.1.4 Policy

The City shall encourage school administrations to enable non-school hour use of their facilities by the public.

25.1.4.1 Program
The City Council should establish a cooperative program between the school districts and the City. Special emphasis should be given to a cooperative effort to provide the recreational needs of the City's residents.

25.1.5 Policy
The City shall ensure that school children are provided safe pedestrian and bicycle travelways to and from schools.

25.1.6 Policy
The City shall require off-street loading/unloading zones for pick-up/delivery of school children by private vehicles.

25.1.6.1 Programs
Develop an ordinance to implement this policy.

25.1.6.2 The City shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements.

25.1.7 Policy
The City shall support traffic speed controls and their enforcement during school hours and along school children's travelways.

25.1.7.1 Program
Post speed limits during school hours and post school crossing signs.

25.1.8 Policy
The City shall require that any development under construction near or adjacent to school children's travelways include special safety measures, such as fenced enclosures and construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.

25.1.8.1 Programs
This school safety measure shall be added as a standard permit condition for new construction near or adjacent to school children's travelways.

25.1.8.2 In order to avoid impacting school children's travelways, the City shall require that development contribute to the cost of off-site improvements needed to mitigate hazardous conditions resulting from those developments.

25.1.9 Policy

The City shall encourage the siting and development of education facilities at locations which will result in minimum conflict with surrounding land uses.

25.1.9.1 Program

During City processing of any land use change, rezoning, or development proposal for an educational facility, the City shall assess the identified location for conflicts with surrounding land uses and identify appropriate mitigations.

25.1.10 Policy

The City shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites.

25.1.11 Policy

The City shall encourage cooperative ventures between the school district and developers to mitigate conflicts between land uses.

25.1.11.1 Programs

Submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of the City Staff report.

25.1.11.2 Condition development to mitigate impacts on schools.

25.1.12 Policy

The City shall prohibit new land uses whose adverse impacts on existing schools or designated future school sites cannot be adequately mitigated.

25.1.12.1 Program

This policy shall be implemented during the environmental review process.

Park and Recreation Facilities

26 GOAL

TO PROVIDE ADEQUATE PARK AND RECREATION FACILITIES TO SERVE THE RECREATIONAL NEEDS OF THE CITY.

26.1 Objective

Develop and adequately maintain a comprehensive park system coordinated with bicycle paths and hiking and equestrian trails.

26.1.1 Policy

The City shall plan and maintain a park system that serves the residential, industrial, and commercial segments of the community.

26.1.1.1 Programs

Develop a neighborhood park program. Identify park sites.

26.1.1.2 Coordinate park development with population increases.

26.1.1.3 Condition development to provide for the orderly completion of the City's comprehensive park system, including bicycle paths and hiking and equestrian trails.

26.1.1.4 Provide staff to work with the Parks and Recreation Committee to develop and maintain park facilities.

26.1.1.5 Develop an overlay map to the City's land use map clearly showing existing and to be developed park, bicycle path, and hiking and equestrian trail facilities.

26.1.2 Policy

The City shall provide the best level of funding to maintain and enhance the park system the City can afford.

26.1.2.1 Programs

Expand the City's capital improvement program to include a park and recreation section. This section should be based on the open space plan and prioritized by demand.

26.1.2.2 The City shall solicit State open space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

26.1.2.3 Develop other sources of funding besides State grants, such as park and recreational fees, general fund revenues, private grants and donations to develop and maintain park facilities.

26.1.2.4 Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisition, maintenance and operation of park and recreation facilities. The Parks and Recreation Committee and/or park specialist should solicit volunteer efforts and private financial resources.

26.1.2.5 Investigate forming a park and recreation special district.

26.1.3 Policy
The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

26.1.3.1 Program
As part of the open space implementation program, the City shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as a part of the City's comprehensive open space/park and recreation program.

26.1.4 Policy
Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

26.1.4.1 Programs
Locate and design park and recreation areas to provide for ease of access by pedestrians, bicyclists, and equestrians.

26.1.4.2 As a part of the City's open space/park and recreation implementation plan, incorporate trails, paths, sidewalks, and bicycle lanes to provide ease of access to and in the identified park and recreation areas.

26.1.4.3 Design new parks and recreational areas to maximize public access consistent with the City's coordinated access program.

Public Services and Utilities

27 GOAL
TO PROMOTE THE ADEQUATE PROVISION OF SERVICES AND AN EFFICIENT SYSTEM OF PUBLIC UTILITIES.

27.1 Objective
Promote adequate water service for residents of the Planning Area.

27.1.1 Policy
The City shall cooperate with the water districts which serve the Planning Area and with owners of private wells to promote water service, infrastructure improvements, and sound resource management.

27.1.1.1 Programs
Amend the City code to require service connections to a public utility for new development.

27.1.1.2 Promote assessment districts in development areas to extend and replace water lines. The extension of water lines will promote water service. Resource management is promoted by the replacement of old and leaky lines.

27.1.1.3 Condition new development to extend water lines and increase their capacity, as necessary.

27.1.1.4 Participate in a basin-wide groundwater management program. Consult with the Scotts Valley and San Lorenzo Valley Water Districts to determine the effects of proposed private well development on basin-wide groundwater management.

27.1.1.4 Nag the Scotts Valley and San Lorenzo Valley Water Districts to incorporate a private well monitoring program into their annual reports.

27.1.2 Policy
The City shall not allow existing or new private wells to serve new development.

27.2 Objective
Ensure adequate levels of wastewater treatment.

27.2.1 Policy
Sewage disposal shall be in accordance with the City's Wastewater Plan.

27.2.1.1 Programs
Update and monitor the current wastewater disposal plan annually to meet the demands of the service area.

27.2.1.2 Plan improvements and develop funding to ensure adequate levels of wastewater treatment are available to meet the demands of the service area.

27.3 Objective
Promote orderly disposal of solid wastes in a manner which will protect the environment and ensure the continued health and safety of Planning Area residents.

27.3.1 Policy
The City shall support the Santa Cruz County Solid Waste Management Plan.

27.3.1.1 Program
Appoint a Council liaison to the Santa Cruz County Solid Waste Management Plan Commitee.

27.3.2 Policy
The City shall encourage public and private recycling programs in order to conserve energy and natural resources.

27.3.2.1 Program
Reappoint a committee on recycling to make program recommendations to the City Council.

27.4 Objective
Provide for adequate and safe public utilities.

27.4.1 Policy
The City shall designate areas for utility sites and access corridors.

27.4.1.1 Programs
Amend the zoning ordinance to designate properties owned by public utilities for public and quasi-public use.

27.4.1.2 Condition development to provide utility sites and access corridors.

27.4.2 Policy
All utility installations shall be designed and constructed to minimize damage from identified geologic hazards.

27.4.2.1 Programs
As a part of the environmental review process, assess the potential significant impacts associated with utility installation proposals and require full mitigation.

27.4.2.2 Condition utility installations accordingly.

27.5 Objective
Promote aesthetic placement of utility lines and installations.

27.5.1 Policy
The City shall encourage the placement of existing power transmission lines, power distribution lines, and communication lines underground.

27.5.1.1 Program
Form underground utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.

27.5.2 Policy
The City shall require the extension of new power transmission lines, power distribution lines, and communication lines underground.

27.5.2.1 Programs
Amend the City's subdivision ordinance to require placement of new utility lines underground.

27.5.2.2 The City shall promote and plan for underground utilities along Scotts Valley Drive during the Scotts Valley Drive Improvement Project.

27.5.3 Policy
All utilities installations shall be sited, designed, developed and landscaped so as to blend with the natural scenery of the area and conform with the goals, objectives and policies of the General Plan.

27.5.3.1 Program
Proposals for utility installations shall be submitted to the Design Review Board for review and approval.

TRANSPORTATION

Transportation Systems

28 GOAL
TO PROVIDE THE PLANNING AREA WITH AN INTEGRATED TRANSPORTATION SYSTEM (VEHICULAR, BICYCLE, EQUESTRIAN AND PEDESTRIAN) WHICH IS SAFE, EFFICIENT AND ECONOMICALLY FEASIBLE.

28.1 Objective
Develop and maintain an integrated transportation system that is within the City's ability to finance and operate.

28.1.1 Policy
The City shall identify capital improvements necessary to develop an integrated transportation system.

28.1.1.1 Programs
Develop an integrated transportation master plan which incorporates capital improvement plans for streets and highways and comprehensive plans for bicycle transportation and hiking and equestrian trails.

28.1.1.2 The capital improvement program shall be annually updated to identify transportation system improvements, consistent with General Plan policy, to be implemented in 5, 10, and 20 years. The capital improvement program shall identify

and estimate implementation dates and funding sources, and prioritize programs.

28.1.1.3 The City shall use the professional assistance of the Transportation Commission Staff.

28.1.2 Policy
The City shall develop funding programs and identify priorities to implement transportation system capital improvements.

28.1.3 Policy
Pursue all available public and private sources of funding for transportation system development, improvement, and maintenance in order to minimize fiscal impacts on the City's general funds.

28.1.3.1 Programs
Direct the Public Works Director to prioritize needed improvements and report to the City Administrator and City Council.

28.1.3.2 Submit projects to the Transportation Commission to obtain priority status and funds.

28.1.3.3 Direct the Public Works Director to prepare and present effective materials for projects before the Transportation Commission.

28.1.3.4 Require those benefiting from transportation improvements to pay a fair share of the costs.

28.1.4 Policy
The City shall coordinate its transportation planning effort with appropriate agencies to promote an integrated transportation system and alternative modes of transportation.

28.1.4.1 Programs
Submit capital improvements proposed for the City's transportation system to appropriate agencies, such as Caltrans, the Santa Cruz County Transit District, and the bicycle and equestrian clubs, for review and comment.

28.1.4.2 Participate in the Transportation Commission proceedings.

28.2 Objective
Minimize the potential adverse effects associated with development of an integrated transportation system.

28.2.1 Policy

The integrated transportation system shall be designed, constructed and maintained for the safety of its users and to preserve and/or enhance the beauty of the area.

28.2.1.1 Program

Acquire the services of a certified traffic engineer to review and revise the City's street standards, including street criteria and design features by the end of 1986. The traffic engineer shall develop a uniform set of standards for right-of-way widths, traffic lane criteria, parking, bicycle lanes, curbs, gutters and sidewalks, handicapped access, sanitary and storm drainage, lighting, signalization, signage and stripping that shall be consistently implemented by the City.

28.2.2 Policy

The integrated transportation system shall be designed, constructed, and maintained to minimize adverse impacts on the Planning Area, particularly on adjoining uses of land.

28.2.2.1 Programs

Continue to support the existing transit service and other forms of alternative transporation and advocate legislation to establish a vehicle inspection program in order to minimize the adverse effects of the integrated transportation system on the Planning Area.

28.2.2.2 Require buffering and landscaping in and around transportation facilities to shield the visual effects and noise associated with a transportation system.

28.2.2.3 Through the environmental review process, proposed developments shall demonstrate that traffic resulting from the projects will not reduce the serviceability of existing City streets below a Level of Service (LOS) "C", or that provisions have been incorporated into the projects' planning to provide for improvements that would maintain a minimum LOS "C". In addition, the cumulative effects of other potential development in the area shall be analyzed.

28.3 Objective

Obtain full transportation planning capability.

28.3.1 Policy

The City shall lobby to obtain a seat on the Transportation Commission.

28.3.1.1 Program
The Community Development Director and Public Works Director shall review appropriate Transportation Commission reports for impacts in Scotts Valley and prepare reports for the Council.

28.3.2 Policy
The City shall lobby to organize the Transportation Commission directly under AMBAG.

Streets and Highways

29 GOAL
TO PROVIDE FOR A PUBLIC STREET AND HIGHWAY SYSTEM CAPABLE OF ACCOMMODATING EXISTING AND PROJECTED NEEDS OF THE PLANNING AREA.

29.1 Objective
Establish a street and highway system which efficiently serves the Planning Area.

29.1.1 Policy
The street and highway system shall provide safe and efficient travel between various parts of the Planning Area and to individual properties.

29.1.1.1 Programs
Establish official plan lines for future roadways, consistent with the City adopted road system, in order to implement a more efficient road system throughout the Planning Area.

29.1.1.2 Prioritize and fund capital improvements to the road system in order to achieve the City adopted road system and to implement a more efficient road system throughout the Planning Area.

29.1.1.3 Require new development to implement or fund fair-share road system improvements.

29.1.2 Policy
The Planning Area's street and highway system shall be coordinated with street and highway networks in adjacent areas.

29.1.2.1 Program
Design the City street and highway system to integrate with the road system already established by Santa Cruz County. The Public Works Director shall ensure a coordinated system design.

29.2 Objective

Improve the performance and safety of the City's street and highway system through ongoing traffic monitoring and improvement programs.

29.2.1 Policy

The City shall identify and improve congested and critical traffic locations.

29.2.1.1 Programs

Continue to monitor existing traffic problem areas through the City's Public Works Department with traffic counts and additional or expanded traffic studies.

29.2.1.2 Require new developments to identify traffic problem areas as a part of the monitoring program and condition projects to fully mitigate problems.

29.2.1.3 Require new development to contribute fair-share funding for improvements to roadway system problem areas.

29.2.2 Policy

On-street parking along major arterials shall be prohibited.

29.2.2.1 Program

Adopt an ordinance prohibiting parking on Mt. Hermon Road and Scotts Valley Drive.

29.2.3 Policy

On-street truck loading and unloading shall be prohibited on major arterials during peak traffic flow hours and discouraged at all other times.

29.2.3.1 Program

Adopt an ordinance prohibiting on-street truck loading and unloading on major arterials during peak traffic flow hours, and post hours that truck loading is allowed.

29.2.4 Policy

The City shall promote a street lighting program for the safety of pedestrians and transit patrons.

29.2.4.1 Program

Establish street lighting districts as a part of the overall transportation system capital improvement program.

29.2.5 Policy

Driveways, mid-block access points and intersections shall be limited along major streets and arterials, where appropriate.

29.2.5.1 Program
During permit processing, require development to utilize joint driveways between properties.

29.2.6 Policy
The City shall plan for sidewalk construction as part of new development and improvement projects in appropriate areas.

29.2.7 Policy
Adequate provision shall be made for pedestrian crossings at appropriate locations.

29.2.7.1 Program
As a part of the capital improvement program and new public or private roadway improvement projects, identify the need for and require installation of pedestrian signals and crosswalks.

Scenic Roads and Highways

30 GOAL
TO ESTABLISH, MAINTAIN AND ENHANCE THE SCENIC BEAUTY OF THOSE ROADS, STREETS AND/OR HIGHWAYS WHICH ARE SIGNIFICANT TO THE PLANNING AREA, AND TO ENHANCE THE AESTHETIC AND VISUAL QUALITIES OF THOSE PORTIONS OF THE PLANNING AREA VISIBLE FROM MAJOR TRANSPORTATION CORRIDORS.

30.1 Objective
Encourage the preservation and enhancement of the scenic beauty of all roads, streets and highways within the Planning Area as part of any road improvement or construction project.

30.1.1 Policy
The City shall encourage the undergrounding of utilities along roadways.

30.1.1.1 Program
Include undergrounding of utilities along roadways as a part of any road improvement or construction project.

30.1.2 Policy
The City shall require appropriate landscaping and/or barrier screening in all new projects to screen off objectionable views along roads, streets and highways.

30.1.2.1 Program
Require landscape plans for all new and rehabilitation construction projects. Landscape plans shall be reviewed and approved by the Design Review Board.

30.1.3 Policy
The City shall obtain scenic easements to preserve scenic areas adjacent to roads.

30.1.3.1 Program
Condition subdivisions to dedicate scenic easements to preserve scenic areas adjacent to roads.

30.1.4 Policy
The landscaping of traffic islands and median strips shall enhance the scenic beauty of the road.

30.1.4.1 Program
Develop design and landscaping criteria for islands, medians, and major roadways that use native, low-water use plants and reflect the City's scenic beauty.

30.1.5 Policy
The City shall prohibit the placement of unsightly advertising and street directional signs along roadways.

30.1.6 Policy
The City shall promote the placement of aesthetically pleasing street and highway furniture.

30.1.6.1 Program
The Design Review Board shall develop criteria and review all placement of advertising signs, street directional signs, and street and highway furniture. Amend the City Code to require design review of these types of improvements.

30.1.7 Policy
The City shall establish enhancement zones for the purpose of beautifying the City.

30.1.7.1 Programs
Scotts Valley Drive shall be an enhancement zone and any property fronting on Scotts Valley Drive shall be part of the zone.

30.1.7.2 The City should assist these property owners, where feasible, with procedures to expedite project approval processing, waiver of building permit fees, waiver of parking, sewer and other user fees, assistance in the planning and design of rehabilitation projects, obtaining rehabilitation grants, and similar innovative programs.

30.1.7.3 The City shall engage the services of architectural consultants for establishment of coordinated standards and guidelines to be used by the Design Review Board and Planning Commission in evaluating both new construction and rehabilitation projects. The purpose of such standards shall be directed to achievement of desirable levels of aesthetic quality rather than to dictate a given style of architecture.

30.1.7.4 The City shall enact and aggressively enforce an ordinance prohibiting long-term storage of construction equipment, tractor-trailer rights, camping trailers, vehicle dismantling facilities and similar unsightly uses which lack adequate screening from arterials, collectors, and local streets.

30.1.7.5 The City shall actively solicit grants, loans and other financial contributions which may be available for rehabilitation projects.

30.1.8 Policy
The City shall prohibit long-term storage of construction equipment, tractor trailers, camping trailers, vehicle dismantling facilities, and similar unsightly uses.

30.1.9 Policy
The City shall encourage the consolidation of properties along Scotts Valley Drive to provide parcel frontages more suitable for quality development.

30.1.9.1 Program
Amend the subdivision ordinance to require reversion to acreage of adjacent properties under a single ownership.

30.2 Objective
Improve the aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road, without constricting the normal flow of traffic.

30.2.1 Policy
The City shall employ a cooperative planning effort among public and private interests to implement appropriate land use controls and architectural techniques for improving and enhancing the scenic beauty and aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road.

30.2.2 Policy
The City shall seek funding to improve and enhance the scenic beauty of Scotts Valley Drive and Mt. Hermon Road.

30.2.2.1 Program
Continue to support benefit assessment districts and acquire local fees, FAU and matching State grant funds to improve and enhance the scenic beauty of Scotts Valley Drive and Mt. Hermon Road.

30.3 Objective
Enhance the aesthetic and visual qualities of the Highway 17 corridor.

30.3.1 Policy
The City shall petition Caltrans and other appropriate agencies to enhance the landscape adjacent to the roadway, preserve the views from the freeway, and buffer nearby properties from noise and lights.

30.3.1.1 Program
Identify and prioritize problem areas along Highway 17 and provide improvement recommendations to Caltrans by official City resolution. Direct the Public Works Director to follow-up on the City recommendations.

30.3.2 Policy
The City shall require existing and new developments adjacent to Highway 17 to screen their parking, storage and loading areas to improve and enhance the views from the highway.

30.3.2.1 Program
Implement enhancement programs contained herein for existing properties and require new developments to berm and landscape parking, storage, and loading areas to screen these improvements from Highway 17.

Transit Service

31 GOAL
TO PROMOTE AN EFFICIENT AND REASONABLY PRICED TRANSIT SYSTEM FOR THE PLANNING AREA.

31.1 Objective
Encourage public and/or private transit services as viable transportation alternatives.

31.1.1 Policy
Working closely with appropriate agencies and jurisdictions, the City shall encourage transit use for both intra- and inter-city travels.

31.1.1.1 Programs
Coordinate transit service with the appropriate agencies and jurisdictions and make available to the public both intra- and inter-city ride schedules.

31.1.1.2 Incorporate transit district improvements into the Scotts Valley Drive Improvement District.

31.1.2 Policy
The City shall encourage new developments to provide for and promote transit use, where feasible.

31.1.2.1 Programs
New development should be require to provide fixed transit facilities such as bus shelters and pullouts, consistent with anticipated demand. As a part of environmental and permit processing, submit development plans to the Santa Cruz Transit District for review and incorporate transit facilities, as appropriate, per district standards.

31.1.2.2 Require large multi-family residential, commercial, and industrial projects to make transit district schedules available to the public.

31.1.3 Policy
The City shall encourage local, large employers and visitor-serving facilities to establish remote parking and private shuttle service for their employees and guests.

31.1.3.1 Program
As a part of permit processing, require large, new developments to establish remote park and ride and/or private shuttle service for employees. Require large visitor-serving facilities to establish an airport shuttle service for their guests.

Bicycle Transportation

32 GOAL
TO PROVIDE FOR A SAFE AND EFFICIENT BICYCLE TRANSPORTATION SYSTEM AS A MAJOR FORM OF TRAVEL OR RECREATION.

32.1 Objective
Establish a network of bicycle lanes as part of the Planning Area's integrated transportation system.

32.1.1 Policy

The City shall prepare a comprehensive bicycle system plan for the City of Scotts Valley and shall, where possible, integrate the plan with those of adjoining jurisdictions.

32.1.1.1 Program

Prepare a Citywide comprehensive bicycle system plan and incorporate it into the City's integrated transportation plan. Coordinate this plan with Santa Cruz County and Caltrans to ensure a comprehensive regional plan.

32.1.2 Policy

The City, working cooperatively with appropriate agencies and jurisdictions, shall designate a network of bicycle lanes.

32.1.2.1 Programs

Continue to cooperate with the Santa Cruz County Transportation Commission biycle committee.

32.1.2.2 Establish a network of bicycle lane plan lines and incorporate acquisitions and improvements into the City's capital improvement program.

32.1.3 Policy

The City shall require new developments located along designated bicycle lanes to provide the planned bicycle route, including rights-of-way and construction.

32.1.3.1 Program

As a part of permit processing, condition new developments to provide rights-of-way and install bicycle route improvements.

32.1.4 Policy

The City shall include bicycle lane construction in all road improvement and expansion projects on designated bicycle lane routes.

32.1.4.1 Program

Include bicycle lane right-of-way acquisition and improvements in transportation improvement projects.

32.1.5 Policy

The City shall develop funding sources for bicycle system implementation.

32.1.5.1 Program

Pursue State bicycle improvement grant funds, local revenue sources and assessment district financing to implement bicycle system improvements.

32.2 Objective
Reduce the conflict between bicycles and other modes of travel.

32.2.1 Policy
The City shall construct and mark designated bicycle lanes in conformance with established safety standards.

32.2.1.1 Program
Direct the Public Works Department to inspect all bicycle lane improvement plans for conformance with established safety standards.

32.2.2 Policy
The City shall discourage street parking along designated bicycle lanes.

32.2.2.1 Program
Post all improved bicycle lanes with "no parking" signs and direct the Police Chief to enforce this standard.

32.2.3 Policy
The City shall promote a bicycle safety education program.

32.2.3.1 Program
Continue the bicycle safety educational program of the Scotts Valley Police Department.

Hiking and Equestrian Trails

33 GOAL
TO PROVIDE A SAFE AND ACCESSIBLE SYSTEM OF HIKING AND EQUESTRIAN TRAILS THROUGHOUT THE CITY.

33.1 Objective
Designate hiking and equestrian trails for specific trail adoption and development. Identify existing hiking and equestrian trails and easements.

33.1.1 Policy
The City shall prepare a comprehensive hiking and equestrian trail system plan integrated with those of adjoining jurisdictions.

33.1.1.1 Programs
Hiking and equestrian trails shall, where appropriate, link with County, State or regional trail systems.

33.1.1.2 Where appropriate, hiking and equestrian trails shall connect with parks, recreational areas and riparian corridors.

33.1.1.3 Coordinate the location of hiking and equestrian trails with the Sierra Club, the Santa Cruz County Horseman's Association, and affected property owners.

33.1.1.4 The City shall adopt a program for adequate maintenance of trails and easements.

33.1.2 Policy
The City shall require public dedication of trail easements in new projects located along adopted trail routes.

33.1.2.1 Program
Condition development to require dedication of trail easements consistent with the General Plan.

33.1.3 Policy
The City shall identify funding sources to implement hiking and equestrian trails. These shall include State access grants, local revenue sources, assessment district financing, and conditions of projects.

33.1.4 Policy
Hiking and equestrian trails shall be located, designed, and constructed to minimize adverse impacts on the areas through which they travel.

33.1.4.1 Program
Through the environmental review process, assess and mitigate potential adverse impacts of trail development and use to an acceptable level.

33.1.5 Policy
Promote public safety in planning, design, construction, and use of hiking and equestrian trails.

33.1.5.1 Programs
Plan and design a separation of hiking and equestrian trails from vehicular roadways.

33.1.5.2 For maximum safety, the surface crossings of trails with roads shall be minimized.

33.1.5.3 Trail crossings of roads shall be appropriately signed and marked.

33.1.5.4 Amend the City code to prohibit motorized vehicles on hiking and equestrian trails, post the trails with signs prohibiting such vehicles, assess impacts of violations on the police department and establish a level of fines that will pay for damages to public property.

Housing

34 GOAL

TO ACHIEVE A BALANCED HOUSING MARKET BY INCREASING THE SUPPLY OF HOUSING UNITS TO ACCOMMODATE THE POPULATION AND EMPLOYMENT GROWTH NEEDS IN SCOTTS VALLEY.

34.1 Objective

Promote construction of 400 to 1,199 new housing units by 1991, or at a rate equal to the City's population and/or employment growth, based on availability of water and sewer services.

34.1.1 Policy

The City shall encourage production of new residential development that provides a choice in housing type, density, cost and tenure, to meet the housing needs of all segments of the population, regardless of race, sex, marital status, age, ethnic background, physical condition or family size.

34.1.1.1 Programs

The City shall identify sites suitable for residential development that indicate future residential development areas and densities as shown on Figures 31 and 32.

34.1.1.2 The City shall adopt and implement new general plan residential designations to allow a suitable mix of low, medium and high densities in order to promote construction of different housing opportunities.

34.1.1.3 The City shall evaluate areas of deteriorating housing (that should be replaced) for their suitability for designation as medium to high density classification.

34.1.1.4 The City shall monitor the amount of new industrial growth and jobs generated within the City, and coordinate the development of housing to maintain a level of housing development commensurate with new jobs created.

34.1.2 Policy

The City shall encourage a continually expanding supply of ownership and rental housing in Scotts Valley for persons of all income and ethnic groups.

34.1.3 Policy
The City shall ensure the provision of urban services for future residential development.

34.1.4 Policy
The City shall promote the development of additional water supplies, as directed by the Hydrologic Resources policies of this Plan, in an effort to provide water service for new housing projects in the next two years.

34.1.4.1 Program
The City shall consider facilitation of a retrofit program to install water conservation fixtures in existing homes and businesses, in order to conserve water and perhaps make some water available for new housing units.

34.1.5 Policy
The City shall work with the water districts to ensure that water connection allocation policies do not discriminate against residential uses.

35 GOAL
TO ENCOURAGE PROVISION OF AFFORDABLE HOUSING FOR ALL SEGMENTS OF THE CITY'S POPULATION AND LABOR FORCE.

35.1 Objective
Facilitate construction of 60-150 affordable units for very low and low-income households by 1991.

35.1.1 Policy
The City shall encourage the production of affordable rental and ownership housing for low- and moderate-income households.

35.1.1.1 Programs
The City shall allow, where appropriate, the development of secondary small rental units on single-family lots for affordable housing for the elderly.

35.1.1.2 The City shall monitor the number of affordable units constructed annually and shall consider enactment of an incentive program to builders such as density bonuses or fee waivers, where feasible, for construction of affordable housing units for low- and moderate-income families.

35.1.1.3 The City shall identify, help facilitate and solicit federal, State and local financial assistance for the construction of rental housing units and for financing

assistance to low- and moderate-income households, as funds are available.

35.1.1.4 The City shall, as part of the implementation phase of the its General Plan revision, review the zoning ordinance to determine where modifications can be made to provide housing in areas appropriate for higher density residential development in order to preserve the Planning Area's open space. Examples include reduction in lot coverage, setbacks, unit sizes, street and sidewalk widths; changes in design standards; and allowance of zero lot lines.

35.1.1.5 The City shall review development processing procedures to determine whether and how the process can be streamlined to minimize costs and reduce time to process new residential developments.

35.1.2 Policy
The City shall encourage and promote innovative housing development programs that will help to increase the number of affordable housing units.

35.1.3 Policy
The City shall cooperate to the maximum extent feasible with all public agencies and non-profit housing organizations in mutual efforts to provide affordable housing.

35.1.4 Policy
The City shall encourage developments that utilize concepts such as cluster development, lot consolidation or zero lot lines to help reduce costs and provide affordable units.

36 GOAL
TO MAINTAIN AND UPGRADE, WHERE FEASIBLE, THE CITY'S HOUSING STOCK TO MEET NECESSARY HEALTH AND SAFETY REQUIREMENTS.

36.1 Objective
In 1983, the City had approximately 125 substandard units, which should be rehabilitated at a net rate of 7 units annually, or 49 units by 1991. This represents an annual rehabilitation of 5% of the City's total need.

36.1.1 Policy
The City shall enhance the livability of existing residential units by assuring, where feasible, that all housing units provide a healthy and safe environment for their inhabitants.

36.1.2 Policy
The City shall promote housing rehabilitation programs that help conserve existing affordable rental units.

36.1.2.1 Programs
The City shall help solicit and encourage maximum utilization of federal and State funds for low interest loans and grants for the rehabilitation of rental and owner occupied housing units and mobile home parks.

36.1.2.2 The City should investigate the use of deferred rehabilitation loans as a part of housing assistance programs. The City should consider application for these funds jointly with the County to strengthen the City's position. The City should, jointly with the County, be able to leverage the funds and the ability to administer the program.

36.1.2.3 The City should work with the County Housing Authority and the Office of Economic Opportunity to rehabilitate the City's substandard housing stock.

37 GOAL
TO ENSURE EQUAL HOUSING OPPORTUNITIES.

37.1 Objective
Expand housing opportunities for groups with special housing needs.

37.1.1 Policy
The City shall encourage maximum use of public and private resources to help solve special housing problems.

37.1.1.1 Program
The City shall encourage new housing developments to be adaptable for physically disabled residents.

37.2 Objective
Prevent housing discrimination.

37.2.1 Policy
The City shall support fair housing practices.

37.2.1.1 Program
The City shall cooperate with federal, State and regional agencies to promote housing choice and equal opportunity housing. The City will advise the State Department of Fair Employment and Housing of any complaints regarding housing discrimination received by the City.

38 GOAL

TO ENCOURAGE ENERGY CONSERVATION MEASURES IN NEW HOUSING.

38.1 Objective

Optimize energy conservation and reduce energy consumption in housing developments.

38.1.1 Policy

The City shall regulate the use of land to minimize energy consumption and optimize the efficiency of energy consumed.

38.1.1.1 Programs

The City shall disseminate information pertaining to available federal and State energy conservation tax credit and other available private financial incentives.

38.1.1.2 Condition projects to site dwellings to get maximum use of solar energy.

38.1.2 Policy

The City shall work with other local, State and federal agencies, public utilities, and community organizations to implement energy conservation and longer range renewable energy development programs.

38.1.3 Policy

The City shall encourage programs that emphasize energy retrofitting in existing residential structures via insulation, weather-stripping, and passive and active solar systems.

38.1.4 Policy

The City shall promote the use of passive and active solar systems in new residential buildings.

CHAPTER V

CITYWIDE LAND USE AND TRANSPORTATION PLAN

CITYWIDE LAND USE AND TRANSPORTATION PLAN

The Land Use and Transportation Plan prepared for the Scotts Valley General Plan, is a graphic representation of the general distribution, location, extent and intensity of future land uses and transportation routes for the Planning Area. The land use and transportation plan constitutes a "blueprint for the future" of Scotts Valley. It is important to note that this plan represents the desires of the Scotts Valley community, as expressed by the Citizens Advisory Committee, Planning Commission and City Council and influenced by direct public input.

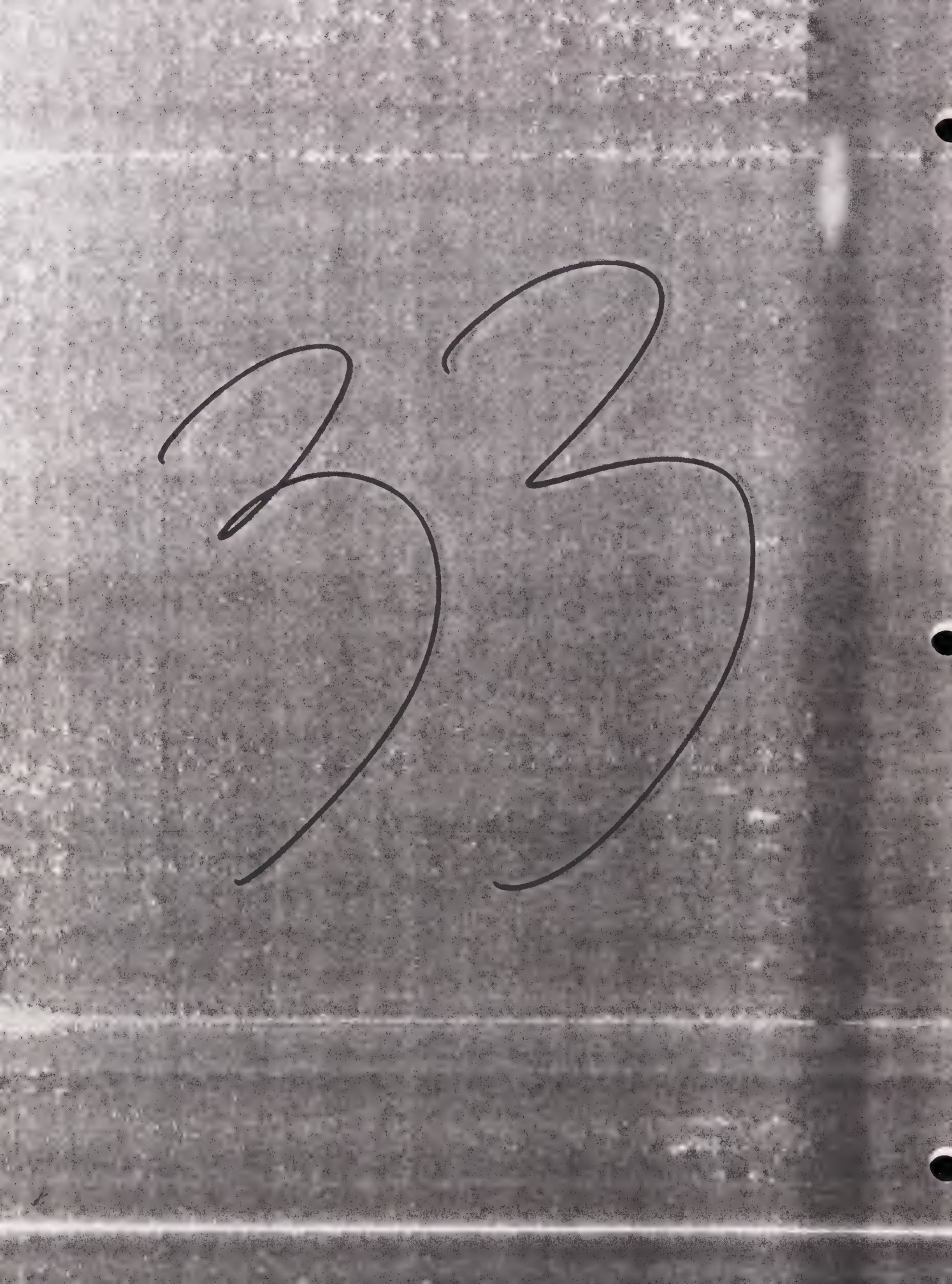
PREPARATION OF THE LAND AND TRANSPORTATION PLAN

The Land Use and Transportation Plan evolved through a lengthy process of input, research, and evaluation. Initially, the Scotts Valley Design Review Board, Planning Commission, and City Council provided recommendations on issues and concerns which the General Plan Update Program should address. Subsequent to this input, a Citizens Advisory Committee was formed. This Committee directed the formulation of the plan based on its intent of representing community concerns and interests.

The next step in preparation of this plan entailed evaluation of existing natural and visual resources and environmental constraints as they affect potential land uses in the Planning Area. Demographic and socioeconomic considerations were then incorporated into the process of formulating the plan.

Next, current zoning and existing land use and circulation patterns were examined to determine how development patterns will influence future growth and conservation in the Planning Area. This step helped identify vacant lands within the Planning Area. From this, a land suitability technique was used to determine which lands in the Planning Area are buildable (Figure 33). This technique involved the use of growth determinants -- factors which induce, accommodate, limit, or preclude growth -- to evaluate the suitability of vacant lands for development. Growth determinants utilized to identify buildable lands included topography, seismic and geologic hazards, flood and fire hazards, significant physical features and natural resources, significant historic and archaeological resources, water quality and availability, road capacities and access, and other infrastructure considerations.

Finally, using buildable lands identified in Figure 33, a land use plan and transportation plan were developed. The plan was formulated after careful assessment of buildable lands to determine their suitability for future development or conservation based on the intent and philosophy of the goals, objectives, and policies prepared for this General Plan.



The Scotts Valley General Plan is intended to reflect neighborhood concerns and guide decision makers in evaluating development proposals. Any future changes in land use should reflect the goals, objectives, and policies that have been stated in this General Plan.

This plan, therefore, considers physical features, natural resources, environmental constraints and socioeconomic variables. These factors were assessed for their relative influence on future land use and circulation within the Planning Area. The land use plan (Figure 34) and transportation plan (Figure 35) reflect the careful balancing of these factors.

LAND USE DESIGNATIONS

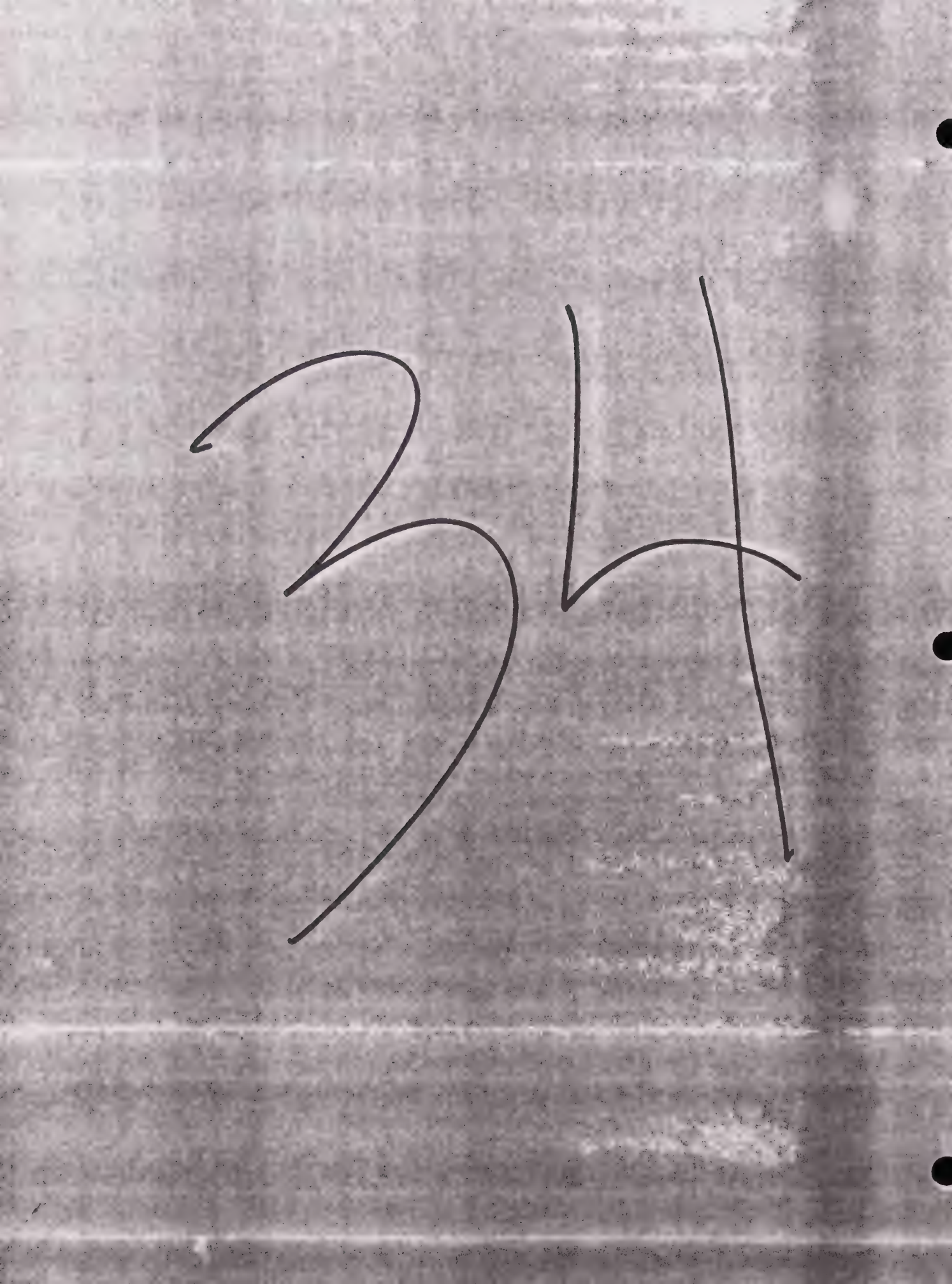
All proposed land use designations are indicated by one of five basic classifications: residential, commercial, industrial, public/quasi-public, or open space. These basic designations are discussed in the following paragraphs. All references to development densities are expressed in gross acres, meaning that they will be applied to the total area of each parcel of land. These densities will be allowed only where there is provision for an adequate level of public services and where plan policy requirements and criteria can be met.

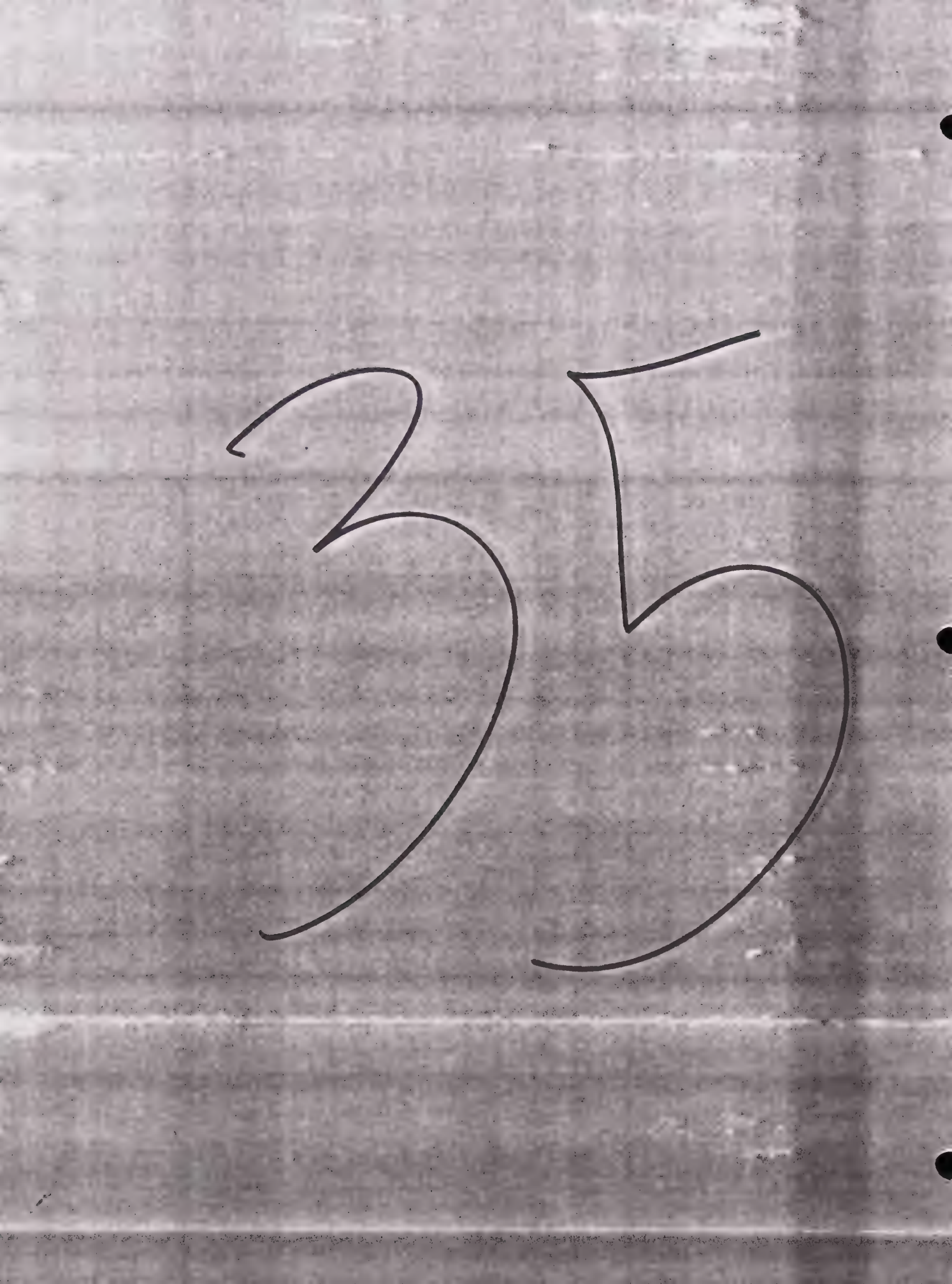
An areawide land use plan is necessarily general in nature. As a result, the exact location and extent of designated land uses is not provided even though effort has been made to be as precise as possible in delineating them. Any interpretation of the land use map must bear in mind that the boundaries between land uses shown may not be exact.

Residential

This category designates areas for the development of housing at various densities. Essentially, seven subcategories of residential land uses are identified for this General Plan. The population density figures represent the number of persons that could be accommodated by the various residential densities. These are expressed as a range where residential densities are variable. The population density figures are based on Countywide persons per household averages.

Residential Category	Allowable Density	Population Density
High	9-15 units/acre	17.5-29.2 persons/acre
Medium High	5-9 units/acre	11.25-20.2 persons/acre
Medium	2-5 units/acre	5.1-12.75 persons/acre
Low	2 units/acre	5.1 persons/acre
Estate	1 unit/acre	2.8 persons/acre
Rural	1 unit/2.5 acres	1.4 persons/acre
Mountain	1 unit/5 acres	.6 persons/acre




35

Commercial

Commercial land uses are subdivided into three categories: professional commercial, service commercial, and shopping center commercial. Descriptions of and building intensity for these categories are as follows:

Professional Commercial

This category is principally for administrative, business, and professional offices (in which merchandise is not manufactured or sold). Examples of uses in this category include: medical, dental, and therapeutic clinics; insurance offices; pharmacies; tax consulting services; stock brokerages; accountant offices. Building lot coverage is a maximum of 35% and building height would be limited to a 35-foot maximum.

Service Commercial

This category is primarily for retail stores and shops, food and motel/hotel establishments, and commercial services. This category may be further subdivided into two categories during revision of the zoning ordinance. Examples of uses in this category include:

department stores	clothing stores	furniture stores
gift shops	hardware stores	music stores
florists	banks	bookstores
garden shops	motels/hotels	office machine stores
photographic supply stores	cabinet shops	electrical repair shops
printing shops	glass shops	heating and ventilating shops
restaurants	catering shops	

Building lot coverage would be restricted to a maximum of 45% and building height would be limited to a 35-foot maximum.

Shopping Center Commercial

This category is primarily for providing retail and service establishments for the development of community and/or regional shopping centers. Examples of uses in this category would include stores, shops, and offices included in the professional office and service commercial categories, providing adjacent uses are compatible. Building lot coverage would be limited to a 35% maximum and building height would be restricted to a 35-foot maximum.

Industrial

Industrial land uses are subdivided into three categories: research and development, light industrial, and heavy industrial. Descriptions of and building intensity for these categories are as follows:

Research and Development

This category is intended to designate areas for institutions and organizations (public or private) to conduct research and to design and test prototype products.

Uses permitted in this category include executive, administrative, and professional offices; research and test laboratories; and other compatible uses related to research and development functions. Lot coverage of structures would be limited to 40% and building height would be limited to 35 feet.

Light Industrial

It is the intent of this category to permit industrial and industrial related land uses which, because of their operations or sizes, do not create obnoxious noise, odor, dust or glare. Uses in this category shall not encroach upon the character of adjoining land uses and will not expose adjoining land uses to hazardous conditions.

Land uses allowed in this category include but are not limited to building construction and supplies; printing, publishing, and allied industries; freight transportation and warehousing; electric, gas, water, and sanitary services; communication services; and manufacturing, assembling, processing, and packaging of components and finished materials. Lot coverage of structures would be limited to 50% and building height limited to 35 feet.

Heavy Industrial

The purpose of this category is to provide areas for those industrial and other related uses which, because of their operations, may not be compatible with most land use categories such as residential and commercial. Because of their potential to create traffic impacts, undesirable noise, odor, vibration, glare, and/or heat, land uses in this category may require special mitigation measures such as buffering from adjacent land uses and screening.

Examples of land uses in this category include but are not limited to lumber processing; manufacturing and assembling of wood products; production of food and kindred products; manufacturing and assembling of heavy machinery and equipment; development of stone, clay, glass, and concrete products; manufacturing of chemicals; oil and gas extraction and refining; and mining and quarrying of minerals. Lot coverage would be restricted to 50% and building height limited to 30 feet.

Public/Quasi-Public

This category includes both public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, and cultural facilities.

Open Space

This category is intended to designate areas for the conservation of the community's natural or scenic resources. Appropriate open space areas include natural areas, wetlands and open water, plant and wildlife habitats, timber preserve zones, farmlands and grazing areas, and park and recreational areas.

MAJOR RECOMMENDATIONS

The locations of proposed land uses are described below. These descriptions are based on the land area encompassed and major areas of development concentration for each use. A summary of current acreage in each land use, as compared with acreages proposed in the land use plan is illustrated in Table 44. In order to grasp the scope of this land use plan, a review of the land use map (Figure 34), Table 44, and the General Plan text should be made.

Residential

For the most part, new residential development is proposed for areas currently planned for or committed to residential land uses. In many areas proposed for residential uses, changes in density were made. In general, proposed residential densities are highest in the level areas that ring the commercial-industrial core of Scotts Valley. Densities gradually decrease away from the commercial-industrial core and are least dense in areas where slope constraints disallow extensive development.

Based on maximum potential buildout of existing and proposed residential land uses at each designation's highest density, the proposed residential land uses can theoretically accommodate approximately 18,000 people. Policies contained in this General Plan will restrict this potential population increase. At moderate and low intensity residential development levels, approximately 15,000 and 11,500 persons respectively, could be accommodated.

Densities of residential land uses shown on the land use plan (Figure 34) were determined by one of two primary factors. First, residential land use densities have been made as consistent as possible with densities of existing residential development where such development occurs. Second, where no residential development exists, residential densities were most strongly influenced by environmental constraints. Densities of existing residential land uses have been changed in several places throughout the Planning Area. These changes have been made based on environmental and services constraints. The primary environmental constraints that affected residential density determinations were slope, groundwater recharge, slope stability, historical and archaeological resources, biotic resources, and traffic.

TABLE 44
Comparative Land Use*

Land Use Category	1984 Existing Land Use (acres)	2005 Proposed Land Use (acres)	1984-2005 Difference (acres)
Residential			
Incorporated Areas	968.9	1,980.0	1,011.1
Unincorporated Areas	1,449.1	2,118.9	669.8
Commercial			
Incorporated Areas	140.4	358.05	217.65
Unincorporated Areas	2.4	0.0	- 2.4
Industrial			
Incorporated Areas	144.0	132.5	- 11.5
Unincorporated Areas	238.9	175.0	- 63.9
Public/Quasi-Public			
Incorporated Areas	204.5	208.0	3.5
Unincorporated Areas	71.4	0.0	- 71.4
Open Space			
Incorporated Areas	--	89.7	89.7
Unincorporated Areas	--	306.15	306.15
Agricultural			
Incorporated Areas	163.4	--	- 163.4
Unincorporated Areas	305.9	--	- 305.9
Vacant			
Incorporated Areas	1,058.8	--	-1,058.8
Unincorporated Areas	602.4	--	- 602.4
TOTALS	5,350.1	5,350.1	0.0

The existing land use acreages describe lands that have been developed. They do not reflect the total amount of acreage currently designated for each existing land use category; this information is not available. Undeveloped acreage is shown under "Existing Land Use" under the vacant category. All vacant land has been given a land use under "Proposed Land Use." Therefore, the 1984-2005 "Difference" appears extreme. Some of the vacant lands under "Existinng Land Use" would have been developed under one of the existing land use categories shown, but this is not and could not be reflected in the table.

Mountain Density Residential

The new mountain density residential designation (1 du/5 acres) is proposed for the majority of areas currently designated as mountain density land use (1 du/20 acres). Mountain density designations are located at the extreme western central and eastern central portions of the Planning Area.

The new mountain residential designation increases densities as compared to the former mountain designation and is approximately half the density of the former rural residential designation. The proposed mountain residential land use will, consequently, result in a general increase in housing density in areas where it is proposed.

Rural Density Residential

The new rural residential density is one unit per 2.5 acres, which is the same as the former rural residential density. Major areas designated for this density are found in the north and northeastern, western central, and southern portions of the Planning Area.

As noted, the new rural designation is equal in density to the former rural designation. Therefore, it does not increase densities in areas where it has been designated to maintain consistency with the existing rural designation.

Estate Density Residential

The estate residential designation represents a density of one unit per acre. Estate residential use is proposed for areas to the north and east of the Navarra area and in scattered locations in the southern portion of the Planning Area.

Low-Density Residential

Low-density residential development (2 du/acre) has been proposed for several areas including lower Lockwood Lane, the west side of Glenwood Drive, the east of lower Scotts Valley Drive, and to the west of Highway 17 in the southern portion of the Planning Area.

Medium-Residential Density

Proposed medium-density residential development (2-5 du/acre) is located on the east side of Glenwood Drive, to the west of the intersection of Scotts Valley Drive and Granite Creek Road, and to the east of Highway 17 near its intersection with Mount Hermon Road.

Medium-High-Density Residential

Medium-high-density residential developemtn (5-9 du/acre) has been proposed for several areas including those at the very southern tip of land at the corner of Glenwood Drive and Scotts Valley Drive, to the east of lower Bean

Creek Road, and on the southwest corner of the intersection of Mount Hermon Road and Lockwood Lane.

High-Density Residential

High-density residential development (9-15 du/acre) is found in several areas including parcels located northwest of Scotts Valley Drive and bounded by Christel Oaks Drive, Erba Lane, and Scotts Valley Junior High School, and parcels along the western side of lower Bean Creek Road.

Commercial

Existing commercial land uses are concentrated on either side of the Scotts Valley Drive and Mt. Hermon Road traffic corridors. The specific types of commercial uses proposed under the commercial designation include professional office, service commercial and shopping center commercial development. These commercial designations supersede the former mixed use, neighborhood, community, and service commercial designations. They have replaced the existing research-industrial park designation in several areas. The mixed use designation included business, professional, and administrative office commercial land uses. These uses have now been incorporated into the new commercial designation.

Newly designated commercial land uses are located between Glen Canyon Road and Mt. Hermon Road, on the eastern side of Scotts Valley Drive between Mt. Hermon Road and Oak Creek Boulevard, to the northwest of the Navarra Drive area, below Vine Hill Road along Scotts Valley Drive, and in scattered locations on either side of Scotts Valley Drive and Mt. Hermon Road.

Industrial

Research and Development

There is no land within the Planning Area designated for research and development.

Light Industrial

The major light industrial land uses in Scotts Valley have been retained. Existing light industrial areas are located on the west side of Highway 17 between Granite Creek Road and Oak Creek Boulevard, and to the east of the old Skypark Airport site. New areas proposed for this land use include several parcels located immediately east of Green Hills Road about midway between Granite Creek Road and Mount Hermon Road.

Heavy Industrial

One location in Scotts Valley, the Kaiser Quarry, will maintain its heavy industrial designation. The Quarry is located outside the city limits at the extreme western end of the Planning Area. A new heavy industrial land use area has been designated on the land use map. The Scotts Valley Sewage Treatment Plant and PG & E substation, both located directly south of the intersection of Mt. Hermon Road and Scotts Valley Drive, have been redesignated as heavy industrial land uses. No other areas are designated for heavy industrial use.

Public/Quasi-Public

The land use plan map shows several areas designated for public/quasi-public land uses. Several of these facilities have been newly designated as public/quasi-public land uses, but all existing public/quasi-public land use designations have been retained.

The Civic Center, located between McDorsa Drive and Erba Lane on the west side of Scotts Valley Drive, will be developed as Scotts Valley's new administrative center. The master plan for this site's development has been formulated. The Scotts Valley Union School District site on the east side of Glenwood Drive, the Bethany Bible College site off of Tabor Drive, Scotts Valley Junior High School at the Bean Creek Road and Scotts Valley Drive intersection, and the Civic Center site are the largest public/quasi-public land uses shown on the plan.

Open Space

Open space lands are generally described under one of four categories: areas used for outdoor recreation; areas designated for preservation of natural resources (wildlife habitat, rivers, watershed lands, etc.); areas of managed production of resources (forest lands, rangelands, mineral resource areas, etc.); and areas where public health and safety hazards exist (unstable soil areas, fault zones, etc.). The City currently has only four areas that qualify as open space: Siltanen Park, Lodato Park, the Civic Center, and the Valley Gardens Golf Course. All are outdoor recreation areas.

The proposed land use planning area map shows 14 areas designated as open space. Three of these areas -- 65a, 178, and 209 -- are the parks and golf course mentioned above. Of the remaining 11, four are Santa Cruz County timber preserves (1, 180, 181, and 182), which were designated open space to ensure consistency with the County's timberland zoning designation.

Open space area 198 is an effluent percolation pond utilized by the City of Scotts Valley as is area 191 which is a County-owned parcel located at the intersection of Glen Canyon Road and Green Hills Road. Currently, no

proposals have been made to change the existing activities on these two parcels.

The remaining five areas (156, 172a, 107, 108, and 109) are proposed wholly or partially for park and/or recreational sites. Area 156 is a three-acre, former quarry site located behind the Shadow Oaks development on Carbonera Creek, which could be utilized for passive recreational activities. Area 172a, the former Morrow property, is located along Glen Canyon Road and could also be developed for passive recreation in the short term. Planning areas 107, 108, and 109 have recently been designated as a special treatment area where 50% of the combined area will be allocated for open space and recreation. Within this area, the old Skypark Airport site affords many recreation and open space opportunities. However, the site lies outside the city limits and would have to be annexed to obtain services. Therefore, other areas within the combined 107, 108, and 109 special treatment area may have to be utilize for parks and recreation in the near future.

Additional open space areas may be designated by the City in the future. These areas could consist of, but are not limited to, sensitive, rare, and endangered species habitat; riparian setback areas; areas of unstable, unbuildable slopes; scenic easement; new timber preserve zones; and mineral resource production areas.

In addition to the designated public parks and open space areas, the City should encourage private developers to provide on-site park and recreational facilities such as picnic benches, par courses, tennis courts, playing fields, and indoor exercise and fitness facilities.

Open Space Implementation Program

The City of Scotts Valley has proposed an action program designed to plan and coordinate methods of establishing and maintaining existing and proposed park, recreation, and open space facilities. The action program intends to implement open space policies developed in the General Plan while also addressing policies which include protection of drainage basins; valuable native vegetation communities and sensitive wildlife habitats; conservation of natural, historical, and archaeological resources; and enhancement and maintenance of visual resources.

The amount of available public recreational areas can be considered inadequate for a community the size of Scotts Valley. Therefore, the action program's top priority is to develop a system for maintaining existing park and recreational facilities, and acquiring and developing new areas and facilities. Sites which have been identified for possible improvement include the Civic Center; Siltanen Park; planning areas 107, 108, and 109 (including the old Skypark Airport site); Lodato Park; Glen Canyon Road Park; and Quarry Park.

To implement the open space program, the City will create a position for a park, recreation, and cultural specialist in 1986-87, based on the availability of funds. The specialist will be one of the primary staff persons responsible for implementing this open space program. Once the position is authorized by the City Council, and after careful assessment of City needs, the City Administrator shall prepare a job description for this specialist, conduct the recruitment, and fill the vacancy.

Goals for the action program include a general enhancement and increase in availability of both passive and active recreational opportunities. Passive activities may include such non-intense uses as picnicking, walking/hiking, and outdoor education, while active uses usually involve playing fields, swimming pools, golf courses, etc. Improvements of the park and recreational system, in combination with bicycle and equestrian trail expansion, would greatly serve the purpose of preserving the rural quality of the Scotts Valley area while keeping the rural sector accessible to the urban sector.

At present, a priority system for maintenance and acquisition of recreational areas has not been formulated. Such a system should be devised and could possibly be patterned after the City's capital improvement program, where the City prepares and annually revises a six-year implementation program. The following is a description of those sites, listed previously, which may comprise such a program.

A Master Plan for the development of the Civic Center site, located along MacDorsa Drive northeast of the intersection of Erba Lane and Scotts Valley Drive, has been officially approved and adopted. The plan proposes to include a new police department facility (6,000 sq.ft.), a new multi-purpose community center building, and to use and possibly expand the new City Hall. However, subsequent architectural review has indicated that there is not enough room on the site for all of these uses. Thus, approval of the actual additional uses on the site is pending. Current use on the site includes the historic Scott House, which is proposed for use as a museum. The structure is being restored.

Siltanen Park, a 12-acre site located adjacent to Vine Hill Elementary School, is the primary active recreational facility owned by the City. The park consists of three baseball fields, accompanying buildings, and a picnic area. The park has recently undergone rehabilitation and should, with continued maintenance, function adequately. Identified goals are to upgrade the playing fields to a rating of A.

Planning areas 107, 108, and 109 have been designated as a special treatment area which will be developed per the following land use guidelines: 20% of the area will be allocated for the development of shopping center commercial uses; 30% will be used for medium-high-density residential development; and the remaining 50% will be reserved for open space/recreational uses. Within the open space/recreational area, a minimum 10-acre parcel in planning area 107, the old Skypark Airport site, has been proposed for possible future development as a recreational site. The site offers a variety of options for

active, passive, and other forms of recreation. However, this site would have to be annexed to the City before development by the City could take place. Therefore, future parks in the special treatment area of 107, 108, and 109 may first have to be developed in sections of 108 or 109, which are within the Scotts Valley city limits.

Lodato Park, comprising about 40 acres, is located on the east side of Highway 17 approximately midway between the Mt. Hermon Road/Highway 17 and Granite Creek/Highway 17 interchanges. The park is currently undeveloped and relatively unaccessible. Little interest in developing the site has surfaced. However, much of the parkland is wooded hillside which could provide activities such as walking and hiking, equestrian activity, and resource education. One proposal has been to selectively timber log the site in order to open it up for development, with some of the profits from the logging going to the actual park improvement. The site could eventually consist of a series of ridgeline parks tied in with equestrian trails. A current use on the site includes a shooting range, which is run by the Riflemans Association and leased through the City. Safety measures have been incorporated into the range, which is inspected periodically.

The Glen Canyon Road Park site (formerly the Morrow property) could be developed as a passive recreation area. Since the one-acre parcel is located in the 100-year floodplain, no structures can be built, but picnic tables and associated facilities could be provided.

Also identified as a potential parksite is a three-acre parcel of land, formerly a quarry, located behind the Shadow Oaks development on Carbonera Creek. This area could be developed into a small park with passive uses such as picnic facilities and walking trails.

In addition to the improvements described above, the park specialist will develop a program to implement the bicycle and equestrian trails proposed in the General Plan. This program should be developed in concurrence with the Parks Committee and other City departments and officals, and include methods for acquisition of land or easements as well as means of development. The specialist and the Parks Committee shall recommend to the City Council methods of acquiring funds for such a program.

Currently, the City has approximately $83,000 in unused park funds from the Robert Z'Berg Act. Additional funds could also be applied for through the 1985 Bond Fund Act. Based on recommendations by the park and recreation specialist, Parks Committee, and City Staff, these funds could be budgeted by the City Council and used to implement the action program.

Special Treatment Area Overlay Designation

The Special Treatment Area Overlay Designation is established for areas where planned developments or some form of special treatment is required to allow future development. A specific or master plan shall be required prior to any

new development in a special treatment area. This overlay designation is included on the Land Use Map contained in this Plan and specific areas are identified for Special Treatment.

Special Treatment considerations that have been emphasized by the City include, but are not limited to, the following:

- Provision of an economic feasibility analysis and consideration of financial mechanisms to provide public improvements.
- Special design and siting considerations.
- Clustering development to protect visual and natural resources and to provide for open space.
- The inclusion of open space and recreational areas as a part of future development planning.
- The provision for dedication of park land, recreational improvements, and maintenance agreements, as appropriate, within future development.
- The provision for comprehensive circulation planning and improvements with future development.
- The desire to make future land uses compatible with existing surrounding land uses.
- The desire for buffers between land use types and density variations.
- The provision of adequate services to provide for future development.

In addition to the above, the following specific considerations shall be addressed in future development planning within the identified Special Treatment Areas:

Planning Area 12. (Number 1 on Citywide Land Use Plan) This area, designated medium density residential, shall have a housing cap of 450 units. In addition, appropriate open space and recreational areas for the site shall be included in future planning efforts for this land use area.

Planning Ares 39, 40, 40a, 41, 42, 43, 44, and 45. (Number 2 on Citywide Land Use Plan) This area shall be subject to comprehensive circulation planning and improvements. Intersections and roadways impacted by the project shall be maintained at volume to capacity levels as are presently found.

Planning Areas 58, 58a, 59, 60, and 61. (Number 3 on Citywide Land Use Plan) This area shall be required to address traffic control and intersection

improvements; and area and intersection beautification, noting this as the primary northern entrance to Scotts Valley. The development of this area may proceed in tandem with the Scotts Valley Drive special planning area and must demonstrate coordination with the Scotts Valley Drive Master Plan.

Planning Areas 62, 63, 64, 65, 66, 67, 90, 91, 92, 94, 124, 125, 126, 127, 134, 134a, 135, 135a, 138, 145, 149, 151, 152, 154, 157, 158, 159a, 165, 170 and 239 - Scotts Valley Drive Specific Plan. (Number 4 on Citywide Land Use Plan) The Scotts Valley Drive Specific Plan shall address the following:

1. Land Use
   Designate future land uses to ensure compatibility with existing surrounding land uses; eliminate existing undesirable land uses.

   Future land uses shall accommodate a balanced mix of commercial, residential and open space.

2. Circulation
   Develop a comprehensive circulation plan for the Drive. The plan shall provide for safe and efficient circulation of motor vehicles, pedestrians, bicycles, and equestrians.

   On-street parking shall not be allowed along the Drive.

3. Sewer and Water Services
   New development shall be approved only if sewer and water services are available.

4. Development Design Quality
   Enhance the visual and physical quality of Scotts Valley Drive by:

   - Proper siting of development
   - Establishment of buffers between land uses
   - Clustering development to protect significant natural resources and to provide for open space
   - Landscaping
   - Promoting the placement of aesthetically pleasing street furniture

New development may be approved before adoption of the Scotts Valley Drive Specific Plan, only if the Council finds that it is consistent with the General Plan, Scotts Valley Drive Master Plan, and the developing Scotts Valley Specific Plan. After adoption of the specific plan, all new development shall comply with the adopted specific plan.

Planning Areas 107, 108, and 109. (Number 5 on Citywide Land Use Plan) This area shall be developed subject to the following land use criteria: 20% of the total area shall be allocated for shopping center commercial development; 30% will be used for medium high residential development; and the remaining 50% will be reserved for open space/recreational uses (as per Government Code Section 65302). Development in this special treatment area shall be required

to provide buffering between uses and address comprehensive circulation planning and improvements.

All proposed developments within a Special Treatment Overlay designation shall be required to prepare a specific plan consistent with California Administrative Code Section 65451 and the goals, objectives, policies, programs, and land use designations described in this General Plan. Specific plans shall include detailed regulations, standards, conditions, programs, public works projects, and financing measures as are necessary for the systematic implementation of the General Plan. They shall also address the special considerations cited above.

Further, the City Zoning Ordinance shall be amended to include a Special Treatment Combining District. This combining district shall apply to those areas designated on the General Plan Land Use Map as Special Treatment Areas and be so designated on the zoning map. This combining district will then become a part of the basic designated zoning district (i.e. residential, commercial, etc.), and for those areas identified as special treatment.

Special Consideration Areas

Planning Areas 199, 199a, and 200. This area shall retain the designation Medium High Density Residential. However, it will be further designated as a "Special Consideration Area" for a senior citizen congregate care facility. Further, the City Attorney shall prepare a Senior Citizen Overlay District Ordinance to provide for development of this land for senior citizen housing only, which would include the requirement of a use permit.

100-Year Floodplain

Figure 15, Flood and Fire Hazard Areas on page 56, identifies areas which are susceptible to flooding. As graphically illustrated, potential flood hazards could occur along Carbonera Creek and its Camp Evers Creek tributary. Proposed development in these areas shall be approved only after adequate measures are utilized to mitigate potential flood hazards.

TRANSPORTATION AND CIRCULATION

The land use plan provides a guide for new growth in the Scotts Valley Planning Area. As growth occurs, traffic volumes within the City will increase significantly. Based on buildout of residential land uses at medium density, the maximum number of daily vehicular trips that could be generated within the Planning Area is approximated at 200,000 trips per day. This figure is a broad approximation of anticipated traffic generation. A more precise estimation cannot be made because specific projects that may be approved within each proposed land use designation are not known at this time.

Policies contained in the General Plan will serve to significantly limit buildout potential. Therefore, it is highly unlikely that traffic volumes will reach this maximum figure.

Though the precise volume and distribution of traffic generated by new growth within the Planning Area cannot currently be determined, a large percentage of this volume increase will be channeled through existing major traffic corridors. In addition to traffic generated by new growth within the Planning Area, new growth outside the Planning Area will affect local traffic conditions. Mt. Hermon Road serves as a major access route to and from Highway 17 for areas west of the City. Additional growth in areas to the west of Scotts Valley (such as Ben Lomond and Felton) will generate traffic that will utilize Mt. Hermon Road.

Changes in level of service (LOS) on the major traffic corridors resulting from increased traffic generation could be significant (please refer to Chapter IV - Transportation and Circulation for an explanation of level of service). Over the short- to mid-term (one to ten years), Mt. Hermon Road (from La Madrona Drive to the northern city limit), Granite Creek Road (from Scotts Valley Drive to the freeway) and Scotts Valley Drive (from Bean Creek Road to Granite Creek Road, including the Highway 17 interchange), are anticipated to experience a worsening of roadway performance from growth within and outside the Planning Area. The roadway performance is expected to drop to a LOS "D" or below. Over the succeeding mid-to long-term (10 - 20 years), these same roadway corridors will suffer additional performance level impacts. In addition, Bean Creek Road at Scotts Valley Drive and Scotts Valley Drive between Mt. Hermon Road and Bean Creek Road is expected to suffer performance level reductions to LOS "D" and below over the mid- to long-term.

Transportation Improvements

Reductions in performance levels noted above assume that no transportation improvements to these roadways will be made. During the next ten years, roadway performance levels can be maintained at a satisfactory level (level of service C) by implementing improvements to existing roadways and key intersections. Two of the major short- to mid-term improvements needed, widening of Mt. Hermon Road and signalization and intersection improvements to the Scotts Valley Drive/Mt. Hermon Road intersection have recently been completed. Over the long-term (next 20 years), traffic is likely to increase to such a level that widening of other roadways and/or redistribution onto new facilities would become necessary. Figure 35 is the proposed transportation plan for the Planning Area. The plan also shows existing and proposed recreational trails.

Current, planned, and proposed improvements to Scotts Valley's circulation system focus on three primary goals: increasing efficiency and safety of existing roadways; constructing new facilities that promote better access to larger areas of the City; and alleviating pressures on the existing circulation system. The topography of the city limits options for providing new

routes to relieve congestion. Transportation improvements are thus centered on the arterial and collector streets. Table 45 provides a list of planned and suggested roadway improvements. Improvements have been prioritized as short-term (10 year) or long-term (20 year) needs. The improvement designation number provides a key for identifying the improvements as illustrated on the transportation plan map.

Though the major transportation improvements needed will focus on the major traffic corridors, additional growth in the Planning Area (particularly residential development) will also generate traffic on local streets. Residential land uses surround the central commercial/industrial core of the City. Safe and efficient access to existing and future residential developments will largely depend upon the physical condition and design of local streets serving such developments.

Many local City-owned and privately-owned streets in the Planning Area are in need of minor repair and improvement (primarily storm drains, paving, curbs, gutters and sidewalks). The City currently maintains approximately 29.5 miles of roadway. The major traffic corridors and streets in Scotts Valley are City-owned and, therefore, are maintained to meet specific roadway standards. The majority of privately-owned roadways in Scotts Valley are local streets (the function classification of streets is discussed in Chapter IV - Transportation and Circulation). The physical condition of these privately-owned streets varies, but some are in need of repair and maintenance.

Circulation conditions in the City could be improved if widening and/or repair of local privately-owned streets was undertaken and made to City standards. Repairs to private streets are the responsibility of their owners, but once repairs are made, privately-owned streets can be offered for dedication to the City and subsequently included in the City's roadway maintenance program. In order for this to occur, privately-owned streets must meet specific City roadway design criteria and standards. At this time, no private streets have been offered for dedication to the City.

Functional Classification

The functional classification system of roadways in the Planning Area will remain the same as that described in the Transportation section of Chapter IV - Community Development. The transportation plan proposed for the City would not result in any changes to the existing functional classification of roadways in the Planning Area as described in Table 26 and illustrated in Figure 27. Buildout of existing and proposed land uses will result in increased traffic volumes on many roadways, especially those roadways designated as collectors, connectors, arterials, and freeways under the existing classification system. However, traffic volume increases are anticipated to be distributed throughout the Planning Area such that the functional classification of existing roadways as affected by traffic volume will remain the same.

TABLE 45
Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005)

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
1	Short-Term	Glen Canyon Road Mt. Hermon Intersection	Signalization Intersection Improvements	Design/Complete
2	Short-Term	Lockwood Lane Mt. Hermon Road Intersection	Signalization Intersection Improvements	Design/Complete
3	Short-Term	Scotts Valley Drive Master Plan	Four-lane widening median and turnpockets, bike lanes	Design
4	Short-Term	Granite Creek Road Glenwood Drive, Scotts Valley Drive Intersection	Signalization Intersection Improvements	Design/Plan Check Active
5	Short-Term	Granite Creek Road Bicycle/Pedestrian Path from Meadow Way to Southwood Drive	Bridge Widening Bicycle/Pedestrian Path	Requires Planning
6	Short-Term	Lockwood Lane Improvement Project	Widen Lockwood Lane Repave, Bicycle Path	Design Complete
7	Short-Term	Mt. Hermon Road Widening	Widen Mt. Hermon Road from three lanes to four from Glen Canyon Road to freeway ramps.	Requires Planning

Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005) -- Continued

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
			Consider possible signalization of La Cuesta Drive and improvements to Highway 17 on and off ramps.	
8a	Short-Term	Glen Canyon Road	Road and bridge widening, bike lanes	Requires Study
8b	Long-Term	Glen Canyon Road Green Hills Road Intersection	Potential Signalization	Requires Study
8c	Long-Term	Glen Canyon Road Rt. 17 Underpass	Road Widening	Requires Study
9	Long-Term	Disc Drive and El Pueblo Road	Construct road to complete El Pueblo to Disc Drive	Requires Design
10a	Short-term	McDorsa to Cathy Lane - West Side Loop Road	Construct Road from McDorsa Drive to Cathy Lane	Requires Design
10b	Long-term	Cathy Lane to El Pueblo Drive - West Side Loop Road	Construct road from Cathy Lane to El Pueblo Drive	Requires Study during the planning of APN 022-071-34
11	Long-Term	Granite Creek Road Highway 17 northbound on/off-ramp and acceleration lanes.	Redesign to improve for efficiency and safety	Requires Study

Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005) - Continued

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
12	Short-Term	Hacienda/Glenwood/ Granite Creek Reorganization	Alignment of Hacienda with Granite Creek Drive	Requires Study
13	Long-Term	Glenwood Drive	Road widening and bike lanes	Requires Study
14	Long-Term	Bean Creek Road Lockwood Lane Connection	Construct through road from Bean Creek Road and Bluebonnet Lane intersection to Lockwood Lane	Requires Study
15	Long-Term	Freeway Interchange and/or Overpass	Highway 17 at Vine Hill Road	Requires Study
16	Short-Term	Bicycle/Pedestrian facilities on Bean Creek Road	Construct bicycle/pedestrian lanes from Monte Valley to Scotts Valley Drive.	

With the exception of Scotts Valley Drive, Glenwood Drive, and the portion of Mt. Hermon Road east of Glen Canyon Road, no roadway widening is proposed that would allow significant volume increases on any existing roadway (Mt. Hermon Road widening is considered complete). Glenwood Drive is currently classified as a collector (and a connector outside the city limits). Significant traffic volume increases on this roadway are anticipated if areas on either side of it are developed. Scotts Valley Drive is classified as a principal arterial. Improvements to it would allow increased capacity, but it will retain its current classification.

Functional classification also describes a roadway's use in terms of the type of traffic it serves and/or areas it serves. Many of the Planning Area's roadways would see an increase in volume, but the purpose for which they are used (i.e., connecting particular areas or collecting traffic from lower volume streets) will remain much the same.

Figure 35 shows five new roadway construction/alignment projects: numbers 9, 10a, 10b, 12, and 14. The projects consist of constructing new roads to improve local circulation (See Table 45). These roads would be classified as local roads under the proposed functional classification system. A seventh construction project (number 15) is the proposed freeway interchange near Vine Hill Road and Highway 17. This interchange would serve to direct existing traffic and new traffic generated by potential buildout of lands to the north of the Granite Creek/Highway 17 interchange away from the Granite Creek/Highway 17 interchange.

Scenic Highways

No scenic highways are designated within the Planning Area, and none are proposed by the City. However, because of its topographical and geographical characteristics, the Planning Area has a unique opportunity to maintain extensive scenic viewshed areas. Scenic views are common in many places throughout the City. Special attention should be given to maintaining viewsheds as seen from the following transportation routes: Mt. Hermon Road, Scotts Valley Drive, Lockhart Gulch Road, Bean Creek Road, Glenwood Drive, Granite Creek Road, Glen Canyon Road, Lockwood Lane, Green Hills Road, and La Madrona Drive.

Recreational Trails

The recreational trails illustrated on Figure 35 have been so designated for two principle reasons: to functionally connect residential areas to the commercial/industrial core of the City and to connect all parts of the City to recreational open space areas.

Bicycle Lanes

Existing bicycle lanes are located on Scotts Valley Drive from Mt. Hermon Road to Granite Creek Road, on Mt. Hermon Road from Highway 17 to Lockwood Lane, and on Granite Creek Road. Figure 35 shows suggested bicycle lanes along Glenwood Drive, Graham Hill Road, La Madrona Drive, Green Hills Road, Glen Canyon Road, South Navarra and Navarra Drives, Lockwood Lane, Kings Village Road, Bluebonnet Lane and Bean Creek Road. Transportation improvements on these roads (i.e., widening or repaving) should include provisions for bicycle lanes.

Equestrian Trails

Existing and proposed equestrian trails are also illustrated in Figure 35. The existing trail system in Scotts Valley is not coordinated into a comprehensive equestrian trail plan. Trails are not marked or signed. This General Plan identifies existing trails and proposes an integrated system of new trails in order to provide a more continuous, regional system.

Existing trails are generally located in the more rural, undeveloped portions of the Planning Area. Many of the trails meander through the level valley areas. Other more mountainous trails traverse the rugged terrain that surrounds Scotts Valley.

New trails proposed are largely located in riparian corridors and along the base of the hills west of Highway 17 and at the foot of the steep slopes north of Graham Hill Road. New trails are proposed for the Carbonera Creek and Granite Creek riparian corridors.

This General Plan should form the first comprehensive trails plan for the City of Scotts Valley. Trail markers and a signing system should be established, and the system should be integrated into the County Regional System of equestrian trails.

CHAPTER VI

PLAN IMPLEMENTATION

PLAN IMPLEMENTATION

The Scotts Valley General Plan, consisting of planning policies and a future land use map, is a comprehensive, long-range plan designed to guide the City's development and resource conservation. It is the product of an analysis of information found in background reports and resource maps compiled in an comprehensive study of the Planning Area. It reflects physical opportunities and limitations for growth.

The General Plan is to be used as the basis for discretionary actions by the City Council and the Planning Commission. Most tools for implementation of the General Plan derive from the City's corporate powers and police powers. State law requires the City to have subdivision and building regulations; most other measures are optional. If the goals, objectives, and policies of the General Plan are to be served effectively, the implementing measures must be chosen carefully, adapted to local needs, and carried out as an integrated program of complementary and mutually reinforcing actions. In addition to the requirement that the General Plan address seven specific elements and be internally consistent, implementing programs besides those included in the General Plan, must be consistent with the Plan policies. Ordinarily a general action, program, or project is consistent with the General Plan if it will further the objectives and policies of the General Plan and not obstruct their attainment.

In addition to the specific actions provided in the Plan, some of the more important general implementation measures include zoning regulations, subdivision regulations, specific plans, capital improvement programs, delineation of service boundaries, and project review under the California Environmental Quality Act.

ORDINANCES AND CODES

Zoning Ordinance

Zoning is the primary tool for implementing the General Plan. In its simplest form, zoning is the division of a geographical area into districts, accompanied by a written description of allowable land uses and development standards for each of the districts. The function of zoning is to translate the comprehensive, long-range, and relatively broad policies of the General Plan into single purpose, short-range, and specific development standards for each piece of property in the City. Proper zoning will help to ensure that development on any parcel in the City is in conformance with the updated General Plan. Planning law stipulates that no open space zoning ordinance may be adopted, no building permits issued, and no subdivision map approved unless consistent with the Plan's policies regarding open space. Revising the zoning

ordinance to secure conformity with the General Plan will include the establishment of appropriate zoning districts and densities to implement the Plan, additional specification of zoning for each parcel, continued enforcement of zoning standards, and amendment of the ordinance as appropriate will be necessary.

Subdivision Ordinance

In order to ensure conformity to the General Plan, the City is directed to regulate the "design and improvement" of subdivisions, which includes the physical layout of lots, dedication of public improvements and easements, and other subdivision related measures. Furthermore, the City is authorized by the Subdivision Map Act to require dedication of public improvements or require payment of in-lieu fees for improvements such as streets, drainage, local transit, school sites, parks and recreation, coastal access, and erosion control.

The subdivision ordinance should address the issues of on-site improvements, off-site improvements, and protection of environmentally sensitive areas. Specific subdivision proposals must demonstrate consistency with the General Plan on these points as well as other issues addressed in the subdivision ordinance.

Other Ordinances and Codes

Other ordinances and codes which may be used to facilitate General Plan implementation include erosion control, historical, noise ordinances, the building codes and planning and building fee ordinance, service provision and in-lieu fee ordinances, an access ordinance, an open space and recreation ordinance, and energy and growth management policies. These must reflect the goals, objectives, and policies adopted in the Scotts Valley General Plan.

Specific Plans

Specific plans may be used in all or part of the City to ensure systematic execution of the General Plan. A specific plan must include all detailed regulations, conditions, programs, and proposed legislation to implement each of the required General Plan elements. By coordinating efforts of the public and private sectors in a detailed manner, specific plans provide for the efficient and focused application of General Plan policies in developing portions of the City. For example, it may be desirable to prepare specific plans for areas such as Scotts Valley Drive, the Skypark Airport area, or the undeveloped portions of land in the northern part of the Planning Area.

CAPITAL IMPROVEMENTS PROGRAM

The network of publicly owned facilities such as roads, streets, water and sewer facilities, public buildings, and parks forms the skeletal structure of a community. Certain public facilities, particularly water and sewer facilities and roads and streets, play a major role in determining the location, intensity, and timing of future development.

Because of their importance in the growth of the community, State law requires that decisions about capital facilities be reviewed for consistency with the adopted General Plan. All departments within the City and special districts that construct capital facilities, must annually submit to the Planning Commission a list of projects being planned or constructed in the coming year. The Planning Commission must review the projects for conformity to the General Plan. A similar review for individual capital projects is also required.

Rather than consider individual capital improvement projects or only those projects to be undertaken in a single year, the City will prepare and annually revise a capital improvements program (CIP) covering a period of at least six years. Because of the tremendous influence that capital improvement projects have on physical development within a jurisdiction, the Capital Improvements Program has important strategic value for implementing General Plan policies. It can help shape and phase growth according to adopted policies.

Major steps in the development of a CIP are: (1) selection of necessary improvements and projects to implement the General Plan; (2) establishment of priorities to promote staged development of capital facilities in a manner consistent with the General Plan; and (3) development of adequate and equitable financing for each project. The CIP should be reviewed annually and revised to reflect the City's evolving needs and fluctuating budgetary constraints.

ONGOING REVIEW

Due to the nature of the General Plan, most of its implementation is an ongoing process. Further specification and guidance is extended through the development of urban service and spheres of influence boundaries, specific plans, and review under the California Environmental Quality Act (CEQA).

A sphere of influence represents the probably twenty-year physical boundaries and service area for local cities or special districts. Within a sphere of influence, urban development will be directed to areas adjoining existing urban areas that are within the urban service boundary of a city or special district. The urban service boundary concept is designed to accommodate urban development phased over a five-year time period. It is anticipated that incorporating the urban service boundary concept into the overall General Plan framework will provide a valuable tool for controlling the location and timing of urban development in Scotts Valley.

Every proposed development project must be evaluated for potential environmental effect under regulations set forth in the California Environmental Quality Act. This review ensures that the same concern for the environment which went into the formulation of the General Plan will be brought to bear on each development project proposed under the Plan. Preparation of an environmental impact report will be required for those projects which may have significant effects on the environment.

The General Plan may be amended to reflect changing community values, conditions, and needs. With a few exceptions, no mandatory element may be amended more frequently than four times during any calendar year. Each amendment may encompass several different changes. General Plan amendments are considered projects and are subject to environmental review under CEQA. The Plan should only be considered for amendment when the City determines, based on new information or changing economic and social conditions, that an amendment is necessary.

CHAPTER VII

GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

INTRODUCTION

The future of Scotts Valley will be determined by decisions made by the Planning Commission and City Council. The General Plan will be used to guide these governmental bodies in their decision making process. This Environmental Impact Report (EIR) provides an analysis of the proposed Plan's environmental effects as required by the California Environmental Quality Act (CEQA).

The General Plan and the EIR are directed by distinctly separate mandates and address issues from different perspectives. The General Plan provides guidelines for the type, location, and rate of development. Environmental review of the General Plan provides the community with an analysis of the potential impacts of that growth and with mitigation measures designed to reduce the significance of identified impacts. The EIR, in conjunction with the General Plan text, contains all of the requirements of CEQA as specified in Article 9.

A revised draft EIR was prepared to assess the environmental effects of the Revised Draft General Plan recommended to the City Council for approval by the Scotts Valley Planning Commission. Subsequent to the preparation of that EIR, the Scotts Valley City Council began its review of the Revised Draft General Plan. The City Council revised the land use recommendations proposed by the Planning Commission, however, those changes were not substantial. Pursuant to the City Council's decisions, the revised draft EIR has been edited based on the final land uses adopted by the City Council. Because the land use revisions made by the City Council are not considered substantial, this edited EIR shall be considered an addendum to the revised draft EIR as defined by the California Environmental Quality Act Guidelines, Section 15164.

Summary

The proposed action, an update of the City of Scotts Valley's 1978 General Plan, could have many far reaching impacts. Since the goals, objectives and policies of this General Plan will be used as the framework under which the City directs future land use and development decisions, it will affect physical, social, and economic conditions within the Planning Area.

Impacts resulting from development decisions made on the basis of policies of this General Plan are necessarily cumulative in nature. New development in the Planning Area will accentuate problems associated with utilization and conservation of natural resources, provision of public services, and general maintenance of the quality of life. Environmental impacts of the General Plan are difficult to assess because no one can accurately predict what development may occur once the Plan is adopted. The General Plan establishes a framework of policies for future development, but does not specify which individual developments or activities will actually take place. Thus, the General Plan EIR must necessarily deal with general environmental impacts that are cumu-

The General Plan contains a proposed land use plan and an alternative land use plan. These plans differ in the amount and locations of land designated for various uses. Impacts generated by the proposed plan and alternative plan would be of similar nature and magnitude. Environmental impacts associated with the alternative plan are also discussed in this EIR.

PROJECT DESCRIPTION

A description of the purpose and function of the General Plan is contained in the Introduction (p. 1). The proposed project consists of the Plan's goals, objectives, and policies, implementation programs, and Citywide Land Use Plan. The General Plan is divided into general subject areas as follows: Natural Resources (p. 8), Environmental Constraints (p. 47), Human Resources (p. 93), Community Development (p. 108), Citywide Land Use and Transportation (p. 237), and Plan Implementation (p. 262).

Of the 5,350 acres contained in the Planning Area, approximately 2,700 acres are within the city limits of Scotts Valley and 2,650 acres lie in the unincorporated areas of Santa Cruz County. Growth directed by this General Plan will have a direct impact on environmental conditions in both the incorporated and unincorporated areas. Growth impacts in the unincorporated areas have been addressed in the Scotts Valley Sphere of Influence Environmental Impact Report.

ENVIRONMENTAL SETTING

A series of technical reports were produced and integrated to form this Plan. Information contained in these reports was reviewed and adopted by the Citizens Advisory Committee (CAC). The chapters of the General Plan include these reports as follows: Natural Resources (geography and climate, p. 8; geology, minerals, and soils, pp. 9, 11, and 12; Topography (slopes) and Hydrological Resources (p. 15); habitats and environmentally sensitive areas, p. 24; and archaeological and historical resources, p. 27); Environmental Constraints (seismic and other geological hazards, p. 47; flood hazards, p. 54; fire hazards, p. 57; hazardous materials, p. 58; emergency preparedness plan, p. 60; water quality, p. 63; air quality, p. 65; and noise hazards, p. 71); Human Resources (demography, p. 93; and socioeconomic setting, p. 100); and Community Development (existing land use, p. 108; current holding capacity p. 112; public services and facilities, p. 118; transportation and circulation, p. 148; and housing, p. 165).

The relationship between the seven required general plan elements, the various permissive elements, and the components of the Scotts Valley General Plan is explained on page 4 of the General Plan text. A listing of references used in preparing the Plan and EIR is located in Appendix C.

lative in nature. Potential cumulative impacts of the revised General Plan include: loss of open space and sensitive vegetation/ wildlife resources; degradation of air and water quality; threat to the health and safety of residents by increased exposure to geologic hazards; increased noise levels, traffic circulation congestion, demand for public services and facilities; loss of archaeologic/historic resources; and inadequate provision of low and moderate income housing.

Many of the cumulative impacts noted will be generated, at least in part, by actions that promote or facilitate new growth. In turn, new growth adds to the number and significance of cumulative impacts. Potential growth inducing impacts that may occur by implementing this General Plan are directly related to three factors: creation of new employment opportunities; expansion or extension of public services; and expansion of existing or construction of new roadways within the Planning Area. These factors, especially public service and roadway capacity expansion, could help alleviate existing constraints to new development. New employment opportunities will bring new residents into the Planning Area. These new residents will require housing and public services. Provision of new housing and public services would have an indirect growth inducing impact. Implementation of this General Plan could also cause irreversible changes and unavoidable adverse impacts to the environment as well as changes to socioeconomic conditions in the Planning Area. These issues are also discussed in this EIR.

The impact assessment in this EIR is based on the assumption that the Planning Area will be built-out to its maximum development intensity. As discussed in the Human Resources section of the General Plan, year 2005 population in the Planning Area is anticipated to vary between approximately 11,500 to 18,000 persons. The variability reflects the range in densities at which residential land uses could be developed. At the lowest, average, and highest density for each residential land use designation, population holding capacity would be 11,500, 15,000, and 18,000 people, respectively. These holding capacities assume that buildout would occur based on the land uses designated in the General Plan. Existing residential developments may not specifically conform to the density designation they have been assigned. Residential density designations are consistent with existing residential development densities, except where the City has determined that a change is appropriate.

Commercial and industrial development necessary to support maximum population holding capacity and economic/employment needs is assumed. The actual amount and type of commercial and industrial development that will occur cannot be defined at this time. The impact analysis considers potential impacts from development of all commercial and industrial land uses.

Mitigations of the impacts identified in the EIR will occur through implementation various policies contained in the General Plan. A number of policies act as mitigation by promoting conservation of natural resources and/or by limiting growth to levels that can be supported by available services and facilities. Impact mitigating policies are noted after each identified impact.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This environmental assessment section consists of a matrix of environmental effects and a list of impacts and mitigation measures. The environmental effects matrix, Table 46, contains all of the General Plan's policies which would have an impact on the environment. Natural and non-natural resources are listed across the top of the matrix. Policies contained in the plan are listed vertically on the left side of the matrix in the same order as they appear in the Plan.

The matrix was scored with a plus or a minus symbol, depending on the type of impact each policy might have on a particular aspect of the environment. A plus (+) symbol indicates a potentially beneficial impact. A minus (-) symbol indicates a potentially adverse impact. In some cases, policies were determined to have both potentially beneficial and adverse impacts. Where this was the case, the box was scored with both symbols.

Following the matrix is a listing of impacts and associated mitigation measures which describe: 1) potential impacts to each resource and 2) measures which would mitigate those potential impacts. Impacts to each resource are ascertained by reading down each of the resource columns of the matrix and determining the type of impacts posed by the various policies. These impacts were then generalized into broad types and listed under each of the resources affected. Impacts of and mitigation measures for eight proposed capital improvements projects are discussed at the end of this section.

TABLE 46

Matrix of Environmental Effects

Subject Headings	Policy Number	Natural or Man-Made Resources: Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Natural Resources	1.1.1	+													+/-
	1.2.1	+/-	+	+	+	+		+		+					
	1.2.2							+		+	+				
	2.1.1		+	+						+					-
	2.1.2	+	+	+	+	+		+							+/-
	2.1.3	+	+	+	+	+		+					+		+/-
	3.1.1			+									+		
	3.1.2		+		+	+		+							
	3.2.1			+						+/-			+		
	3.2.2			+						+/-			+		+
	3.2.3												+		
	4.1.1		+	+	+	+		+	+						-
	4.1.2			+	+	+		+	+	+					
	4.2.1	+	+	+	+	+		+	+						-
	4.2.2		+	+	+	+		+	+		+				-
	4.2.3		+	+	+	+		+	+		+				-
	5.1.1				+	+		+							-
	6.1.1													+	
	6.2.1													+	
	6.2.2													+	
	7.1.1													+	
	7.1.2													+	
	7.1.3													+	
	7.1.4													+	
	8.1.1				+	+		+	+		+				-
	8.2.1							+				+/-			
	8.2.2				+	+		+							
	8.3.1						+	+				+	+		+
	8.3.2						+					+	+		+
	8.3.3		+	+	+	+		+							+/-
	8.3.4							+							
Environmental Constraints	9.1.1	+	+												
	9.1.2	+	+												
	9.2.1			+											
	9.2.2			+											+
	9.2.3			+											+
	9.3.1											+			+/-
	9.3.2											+	+		

(+) Indicates Beneficial Effect

(-) Indicates Adverse Effect

TABLE 46

Matrix of Environmental Effects

Subject Headings	Policy Number	Natural or Man-Made Resources: Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Environmental Constraints (continued)	9.3.3			+						+/-			+		+/-
	9.3.4														+
	9.4.1		+		+	+			+	+					+
	9.4.2		+		+	+			+	+					+
	9.4.3		+		+	+			+	+					+
	10.1.1												+		
	10.1.2												+		
	10.1.3												+		
	11.1.1			+	+	+				+			+		
	11.1.2			+						+			+		+
	11.1.3			+						+			+		+
	11.1.4									+					
	12.1.1								+						+
	12.1.2		+	+	+	+			+						+/-
	13.1.1						+		+		+/-	+			
	13.1.2										+				+
	13.1.3										+		+/-		+
	13.2.1										+	-			+
	13.3.1										+				
	13.3.2										+				
Human Resources	14.1.1											+	+		+/-
	14.1.2											+	+		+/-
	14.1.3														+
	14.2.1											+/-	+/-		
	14.3.1														
	14.3.2														
Community Development	15.1.1		+	+	+	+		+	+				+		
	15.1.2		+	+	+	+	+	+	+	+	+	+	+	+	+
	15.1.3											+	+		+/-
	16.1.1											-	-		
	16.1.2														+
	16.1.3											+/-	+/-	+/-	
	16.1.4		+	+	+	+	+	+	+		+				+
	17.1.1											+/-	+/-		+
	17.1.2														+
	17.1.3														+
	17.1.4														+
	17.2.1	+	+	+	+	+		+							+/-

(+) Indicates Beneficial Effect

(-) Indicates Adverse Effect

TABLE 46

Matrix of Environmental Effects

Subject Headings	Policy Number	Natural or Man-Made Resources: Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Community Development	17.3.1						+					+	+		+/-
	17.4.1														+
	17.4.2				+	+		+			+				+
	18.1.1	+	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
	18.2.1							+							
	18.2.2							+							
	18.3.1							+	+		+				+
	18.3.2	+	+	+	+	+	+	+			+/-	+	+	+/-	+
	19.1.1	+	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
	19.2.1									+			+		
	19.2.2								+		+				+
	19.2.3							+							
	19.3.1							+			+				+
	19.3.2											+/-			+
	20.1.1												+		
	20.2.1							+							
	21.1.1			+				+		+			+		+/-
	21.1.2			+				+					+		
	21.2.1												+		
	21.2.2	+	+	+	+	+		+							+/-
	21.2.3			+	+	+		+							
	21.2.4	+	+	+	+	+		+	+						+/-
	21.3.1												+		
	21.4.1												+		
	22.1.1												+		
	22.2.1													+	
	22.3.1												+		
	23.1.1												+		+
	23.1.2												+		+
	23.1.3												+		+
	24.1.1												+		
	25.1.1												+		+/-
	25.1.2												+		
	25.1.3												+		
	25.1.4												+		
	25.1.5											+	+		
	25.1.6											+	+		
	25.1.7											+	+		

(+) Indicated Beneficial Effect

(-) Indicates Adverse Effect

TABLE 46

MATRIX OF ENVIRONMENTAL EFFECTS

Subject Headings	Policy Number	Natural or Man-Made Resources: Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Community Development (continued)	25.1.8												+		
	25.1.9												+		+
	25.1.10												+		+
	25.1.11												+		+
	25.1.12												+		+/-
	26.1.1												+		
	26.1.2												+		
	26.1.3												+		
	26.1.4												+		+
	27.1.1			+						+			+		
	27.1.2			+						+			+		+/-
	27.2.1									+			+		
	27.3.1									+					
	27.3.2						+								
	27.4.1												+		
	27.4.2	+	+										+		
	27.5.1							+					-		
	27.5.2							+					-		
	27.5.3							+							
	28.1.1											+			
	28.1.2											+			
	28.1.3											+			
	28.1.4								+			+			
	28.2.1							+				+			
	28.2.2							+	+		+	+			+
	28.3.1											+			
	28.3.2											+			
	29.1.1						+		+			+			+
	29.1.2											+			
	29.2.1											+			
	29.2.2											+			
	29.2.3											+			
	29.2.4											+			
	29.2.5											+			
	29.2.6											+			+
	29.2.7											+			+
	30.1.1							+							+/-
	30.1.2							+							

(+) Indicates Beneficial Effect

(-) Indicates Adverse Effect

TABLE 46

Matrix of Environmental Effects

Subject Headings	Natural or Man-Made Resources: Policy Number	Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Community Development (continued)	30.1.3							+							-
	30.1.4							+							
	30.1.5							+							
	30.1.6							+							
	30.1.7							+							
	30.1.8							+							
	30.1.9							+							
	30.2.1							+							
	30.2.2							+							
	30.3.1							+			+				+
	30.3.2							+							
	31.1.1						+		+		+	+			
	31.1.2						+		+		+	+			
	31.1.3						+		+		+	+			
	32.1.1						+		+		+	+			
	32.1.2						+		+		+	+			
	32.1.3						+		+		+	+			+/-
	32.1.4						+		+		+	+			+/-
	32.1.5											+			
	32.2.1											+			
	32.2.2											+			
	32.2.3											+			
	33.1.1						+		+		+	+			
	33.1.2											+			+/-
	33.1.3											+			
	33.1.4											+			+
	33.1.5											+			
	34.1.1												+/-		+
	34.1.2														+
	34.1.3												+/-		+
	34.1.4												+		+
	34.1.5												+/-		+
	35.1.1				+	+		+	+		+		-		+
	35.1.2												-		+
	35.1.3												-		+
	35.1.4														+
	36.1.1														+
	36.1.2														+

(+) Indicates Beneficial Effect

(-) Indicates Adverse Effect

TABLE 46

Matrix of Environmental Effects

Subject Headings	Natural or Man-Made Resources: Policy Number	Geology	Soils	Hydrology	Vegetation	Wildlife	Energy Conservation	Visual Quality	Air Quality	Water Quality/Sewage	Noise Impacts	Transportation	Public Services and Facilities	Archaeological/Historical Resources	Housing
Community Development (continued)	37.1.1														+
	37.2.1														+
	38.1.1						+								
	38.1.2						+								
	38.1.3						+								
	38.1.4						+								

(+) Indicates Beneficial Effect

(-) Indicates Adverse Effect

Geology

Impacts

1. Severe damage to property and human injury could occur as a result of a major earthquake.

   Mitigations: Potential threats to public safety and development posed by groundshaking and liquefaction would be mitigated by policies 9.1.1 - 9.1.2 on page 82, policy 15.1.3 on page 197, and by policy 27.4.2 on page 218.

2. Property damage and human casualties could result from development on slopes subject to failure and landsliding.

   Mitigations: Potential impacts associated with this hazard are mitigated by policies 2.1.2 and 2.1.3 on pages 36 and 37, 9.1.1 and 9.1.2 on page 82, 15.1.3 page 197, and 17.1.1 on page 199.

Soils

Impacts

1. Soil erosion could be facilitated by grading activities and by increased runoff from impervious surfaces; thereby impacting adjacent properties and causing sedimentation of downstream waterbodies.

   Mitigations: Policies 2.1.2 on page 36, 3.1.2 on page 38, 4.1.2 on page 39, 8.3.3 on page 45, 9.2.3 on page 83, 11.1.1 on page 89, 15.1.3 on page 197, and 17.2.1 on page 200 would mitigate this potential impact.

Hydrology

Impacts

1. Groundwater recharge could be significantly reduced as a result of an increase in impervious surface areas resulting from new development.

   Mitigations: Groundwater recharge is promoted by the following policies: 2.1.3 on page 37, 3.1.1 on page 37, 3.1.2 on page 38, 4.2.2 on page 40, 15.1.1 on page 197, 20.1.1 on page 205, 21.1.2, 21.2.1 and 21.2.2 on page 207, and 21.2.4 and 21.3.1 on page 208.

2. Development could be damaged or could create drainage problems if it is located within or alters natural drainage features.

Mitigations: Policy 3.1.1. on page 37, 4.1.2 on page 39, 9.2.1 - 9.2.3 on page 83 and 21.2.3 on page 207.

3. Groundwater supplies may be reduced in quantity and quality by overdrafting or pollution of aquifers.

   Mitigations: Policies 3.1.2 and 3.2.3 on page 38, 9.4.1 on page 87, 11.1.1 - 11.1.4 on page 89, 15.1.3 on page 197, 19.2.1 on page 204, 27.1.1 on page 216 and 27.1.2 on page 217 provide mitigation measures to reduce the significance level of this potential impact.

4. Additional runoff generated by new development may exceed existing flood control/drainage facility capacities.

   Mitigations: Policies 3.1.1 on page 37, 3.1.2 on page 38, 9.2.2 on page 83, and 15.1.3 on page 197 will help to ensure that drainage facilities for new development are both adequate in size and functional before such development can occur.

Vegetation

Impacts

1. New development could damage or destroy sensitive biotic habitat.

   Mitigations: Policies 4.1.1 - 4.1.2 and 4.2.1 on page 39, 4.2.2 - 4.2.3 on page 40, 5.1.1 on page 40, and 21.2.2 on page 207 would minimize impacts to sensitive biotic habitats.

2. Increased development could impact habitat necessary for proliferation of rare and endangered plant species.

   Mitigations: Habitat of rare and/or endangered species will be recognized and protected by policies 5.1.1 on page 40 and 21.2.2 on page 207.

3. Native vegetation/habitat could be damaged or eliminated by new development.

   Mitigations: Policies 4.1.1 - 4.1.2 on page 39_, and 4.2.1 - 4.2.3, and 5.1.1 on page 40 would mitigate potential impacts to native plant communities.

Wildlife

Impacts

1. Loss of habitat could result in impacts to a variety of wildlife species. Impacts to wildlife will be mitigated by policies that provide for open space and/or promote and maintenance of habitat areas.

Mitigations: Policies 2.1.3 on page 37, 4.1.1 - 4.1.2 on page 39, 4.2.2 - 4.2.3 on page 40, 5.1.1 on page 40, 8.1.1 on page 44, 8.3.3 on page 45, 17.2.1 on page 200, 21.1.1 on page 206, and 21.1.2, 21.2.2, 21.2.3, and 21.2.4 on pages 207 and 208.

2. Habitat necessary for the survival and proliferation of rare and/or endangered wildlife could be damaged or eliminated by new development.

   Mitigations: Potential impacts to habitat of rare or endangered wildlife species would be mitigated by policies 4.1.1 - 4.1.2 on page 39, 4.2.1 on page 39, and 5.1.1 on page 40.

Energy Conservation

Impacts

1. Increased consumption of energy for transportation will occur as a result of new development. Policies that reduce the number of, or increase the efficiency of vehicle trips will mitigate this impact.

   Mitigations: Policies 13.1.1 on page 90, 28.1.4 on page 220, 29.1.1 and 29.1.2 on page 222, 31.1.1 on page 227, 31.1.2 and 31.1.3 on page 228, 32.1.1 - 32.1.5 on page 229, and 33.1.1 on page 230.

2. Construction of new development will increase demands for energy and other natural resources.

   Mitigations: Increased demands on energy and natural resource consumption could be mitigated by policies 27.3.2 on page 218 and 38.1.1 - 38.1.4 on page 236.

Visual Quality

Impacts

1. Scenic quality in Scotts Valley could be degraded by new development which is obtrusive, inconsistent with existing development or placed in an environment of unique scenic value.

   Mitigations: Policies that reduce potentially significant impacts to visual quality include those that seek to maintain or preserve existing natural landscape/resources or impose design and development standards on new development.

   Policies 2.1.3 on page 36, 4.1.1 - 4.1.2 on page 39, 4.2.2 on page 40, 8.1.1 on page 44, 8.3.1 - 8.3.4 on page 45, 15.1.1 on page 197, 17.2.1 on page 200, 18.2.1 and 18.2.2 on page 202, 19.2.3 on page 204; 20.2.1 on

page 206, 21.4.1 on page 208, 27.5.1 - 27.5.3 on pages 218 and 219, and 28.2.1 on page 221 should provide adequate mitigation measures for this potential impact.

2. Visual quality of viewsheds open to travelers on scenic roads, highways or transportation routes could be diminished by new development.

   Mitigations: Policies 30.1.1 - 30.1.7 on pages 224 and 225 will alleviate potential impacts to the scenic quality of highway viewsheds.

Air Quality

Impacts

1. Increased traffic volumes will accompany new growth in Scotts Valley. Emissions generated by such traffic could significantly impact air quality in Scotts Valley and the surrounding region.

   Mitigations: Reduction in air quality would be minimized by policies 12.1.1 and 12.1.2 on page 90, and all mitigations noted for Impact #1 under Energy Conservation which serve to reduce traffic volumes and promote efficient vehicle travel.

2. New development, particularly industrial and some commercial land uses, could generate air pollutants that would significantly affect air quality in Scotts Valley.

   Mitigations: Policies 12.1.1 on page 90, 18.3.1 on page 203, and 19.2.2 on page 204 could mitigate significant air quality impacts associated with new development.

3. The air purifying ability of forests and other vegetation in Scotts Valley could be reduced by the damage or elimination of such vegetation.

   Mitigations: Policies that promote conservation of vegetation and thus promote cleaner air include 4.1.1 and 4.1.2 on page 39, 4.2.1 - 4.2.3 on page 40, 12.1.2 on page 90, 17.2.1.1 on page 200, and 21.2.2 on page 207.

Hazardous Materials

Impacts

1. The use of hazardous materials in the Planning Area could cause contamination of soils, surface, and groundwater resources, and air quality.

   Mitigations: Policies 9.4.1 and 9.4.2 on pages 86 and 87, and 11.1.1 on page 89 will help mitigate this potential impact.

Water Quality/Sewage

Impacts

1. Groundwater and surface bodies of water may be polluted by mismanagement of waste, natural resources (soil) or other pollutants generated by all categories of new development.

   Mitigations: Policies 9.4.1 on page 86, 11.1.1 - 11.1.4 on page 89, and 19.2.1 on page 204 will help reduce potential ground and surface water contamination in Scotts Valley.

2. Development of septic sewage systems could degrade ground and surface water as well as present a public health hazard.

   Mitigations: Policies 11.1.1 on page 89, 15.1.3 on page 197, 27.2.1 and 27.3.1 on page 217 will serve to mitigate this potential impact.

Noise

Impacts

1. New development could increase existing ambient noise levels and consequently make adjacent lands unsuitable for development and reduce the quality of life.

   Mitigations: Policies 13.1.1 - 13.1.3 on pages 90 and 91, 13.2.1 - 13.2.2 on page 91, 15.1.3 on page 197, 17.4.1 on page 201, 18.3.1 on page 203, 19.2.2 on page 204, 19.3.2 on page 205, and 28.2.2 on page 221 will reduce noise levels produced by new development and/or protect existing uses from noise produced by new development.

2. New development located near existing noise generating land uses could adversely affect those residing in or utilizing the new development.

   Mitigations: New development should be sited and designed to avoid exposure to excessive noise levels. Policies 13.1.1 on page 90, 13.1.3 on page 91, 13.3.1 on page 92, 15.1.3 on page 197, 17.4.1 on page 201, 18.3.1 on page 203, and 19.2.2 on page 204 will help mitigate this potential impact.

Transportation

Impacts

1. Traffic generated by new development could overload design capacities of existing traffic corridors, thereby resulting in severely reduced efficiency of travel in the Planning Area.

   Mitigations: By reducing the number of vehicle trips taken or by ensuring adequate roadway capacity the following policies will help to mitigate the potential impact: 13.1.1 on page 90, 15.1.3 on page 197, 17.3.1 on page 200, 25.1.8 on page 213, 28.1.1 on page 219, 28.1.2 - 28.1.4 on page 220, 28.2.2 on page 221, and 29.2.1 on page 223.

2. Increased traffic levels could cause safety conflicts with pedestrians and bicyclists.

   Mitigations: Policies 25.1.5 - 25.1.8 on page 213, 28.2.1 on page 221, 29.2.7 on page 224, 31.2.1 and 32.2.3 on pages 227 and 228, and 33.1.5 on page 231 seek to ensure that public safety conflicts arising from transportation related hazards are minimized.

3. Public transit services may be impacted by increased demand generated by new development.

   Mitigations: Policies 15.1.3 on page 197, 28.1.4 on page 220, and 31.1.2 and 30.1.3 on page 228 provide for public transit services commensurate with demand or promote alternate forms of transportation.

Public Services Facilities

Impacts

1. New development may tax existing fire protection services if fire hazard risks are not reduced to an acceptable level.

   Mitigations: Policies 9.3.1 - 9.3.3 on pages 83 and 84 require that fire prevention measures be adopted by new developments. Policy 15.1.3 on page 197 ensures adequate fire service availability.

2. New development will place additional demands on law enforcement services, thus reducing the efficiency with which this service respond to emergency calls.

   Mitigations: Policies 15.1.3 on page 197, 23.1.1 - 23.1.3 on pages 210 and 211 are aimed at ensuring adequate police protection for all development in the Planning Area.

3. Emergency preparedness capabilities may not be adequate to protect public health and safety in the event of a natural disaster.

   Mitigations: Policies 10.1.1 - 10.1.3 on pages 87 and 88, and policy 24.1.1 on page 211 mitigate potential impacts to public health and safety arising from insufficient emergency preparedness capabilities.

4. New development may generate a need for additional educational facilities and/or reduce the ability of existing educational facilities to provide a quality education and safe learning environment.

   Mitigations: Potential impacts to existing educational facilities and potential impacts arising from development of new facilities would be mitigated by policies 15.1.3 on page 197, and 25.1.1 - 25.1.12 on pages 212 - 214.

5. Water supplies and sewage treatment capacity could be impacted by additional demands placed upon these services by new development.

   Mitigations: Policies 3.2.1 - 3.2.3 on page 38, 15.1.3 on page 197, 27.1.1 and 27.2.1 on pages 216 and 217, and 34.1.3 - 34.1.4 on page 233 will mitigate against impacts to water availability and sewage treatment facilities resulting from demand which exceeds the availability or capacity of these services.

Archaeological/Historical Resources

Impacts

1. Development in areas of high and moderate archaeological sensitivity could result in the permanent loss of or damage to prehistoric resources.

   Mitigations: Potential impacts to archaeological resources resulting from new development will be mitigated by policies 6.1.1 and 6.2.1 on page 41, 15.1.3 on page 197, and 22.2.1 on page 209.

2. Historical resources of significant value could be impacted by new development.

   Mitigations: Policies 7.1.1 and 7.1.4 on pages 42 and 43, and policy 22.2.1 on page 209 would mitigate impacts to historical resources.

Housing

Impacts

1. Resource conservation and protection policies of the Plan could preclude housing development by reducing land area available for residential

development. Reducing land available for housing could indirectly increase housing costs.

Mitigations: The following policies and policy programs would mitigate against potential loss of residentially developable land by ensuring an adequate housing supply and promoting higher residential densities: Policy 17.1.1 - 17.1.3 on page 199, and 34.1.1 and 34.1.2 on page 232.

2. Development of land uses that are incompatible with existing and potential future residential development could reduce the aesthetic appeal of land areas available for construction of housing units and make existing residential developments undesirable for habitation by current residents and/or future home buyers.

   Mitigations: Policies that ensure compatibility of non-residential land uses with existing residential developments and sites designated for future residential development would mitigate this potential impact. These policies are: 13.3.1 on page 92, 15.1.3 on page 197, 17.4.1 and 17.4.2 on page 201, 18.3.1 on page 203, 19.2.2 on page 204, 19.3.1 and 19.3.2 on page 205, and 28.2.2 on page 221.

3. Availability of housing units could decrease as Scotts Valley grows in population unless provisions are made to maintain a supply of housing units commensurate with new employment generated within the Planning Area.

   Mitigations: Policies 16.1.1 and 16.1.2 on page 198, 17.1.1 on page 199, and 34.1.1 and 34.1.2 on page 232 would provide for an adequate supply and mix of residential units into the future.

4. Goals, policies and objectives of the General Plan could serve to reduce housing densities and consequently raise the cost of housing units. This would impact the ability of persons of low and moderate income to locate and secure housing.

   Mitigations: Policies 16.1.1 and 16.1.2 on page 198, 17.1.1 on page 199, 34.1.1 on page 232, 35.1.1 - 35.1.4 on pages 233 and 234, and 36.1.2 on page 235 provide for an adequate supply of affordable housing.

Capital Improvement Projects

The City of Scotts Valley has proposed several capital improvement projects. A brief discussion of the potential impacts and mitigations for these impacts is presented here.

1. Three transportation and circulation improvement projects are planned. They are: Mt. Hermon/Glen Canyon Road signal; the Mt. Hermon Road/

Lockwood Lane signal; and the Scotts Valley Drive/Granite Creek overpass, freeway ramp, and Victor Square signals. The purpose of these projects is to improve the efficiency and safety of traffic flow within Scotts Valley. Implementation of these projects should not create any significant adverse impacts because improvements will be made to existing developed roadways. These projects will provide the positive impact of promoting more efficient and safe roadway conditions.

2. A master plan has been developed to guide construction of a new civic center in Scotts Valley. The new civic center is planned for 7.6 acres of the Community Center site along McDorsa Drive. The civic center would consist of a building to house the Scotts Valley Police Department, a Community Center building (for various functions) and expansion of City Hall (existing). The plan seeks to preserve existing amenities and structures on the site.

   Construction of the Civic Center should not result in any significant unavoidable adverse impacts. However, the project would contribute to cumulative pressures associated with expanding development in Scotts Valley such as demand on public services, increased traffic flows, and noise and air quality degradation.

3. At present, the scope of improvements to be implemented as part of the Scotts Valley Drive Improvement District, another proposed capital improvement project, have not been defined. However, it is likely that among the improvements will be construction of curbs, gutters and sidewalks along Scotts Valley Drive. Since the scope of potential improvements has not been defined, potential impacts resulting from this capital improvement cannot be assessed at this time, but no significant impacts are anticipated.

4. The Scotts Valley Drive Architectural Master Plan capital improvement calls for major aesthetic improvements to Scotts Valley Drive. Improvements would include various other aesthetic improvements designed to increase the attractiveness of the Scotts Valley Drive traffic corridor. This project should have no significant adverse impacts. The potential does exist for a reduction in traffic safety if site lines are not maintained or street improvements are not adequately designed.

5. Two public service improvements are planned for the Pasatiempo Pines area. The first involves an expansion of the sanitary sewer collection system that serves the area. The purpose of the expansion is to increase collection capacity and eliminate the use of septic sewer systems used by project area residences. The precise location of this improvement has not been formulated at this time.

   The major potential adverse impact associated with implementation of this project would be its potential for growth inducement. The system's expansion could remove constraints to residential development in the

project area by removing restrictions placed on locating and installing septic systems. New residential development could be triggered by the availability of an adequate non-septic sewage disposal system. This potential new development could generate additional sewage flows into the Scotts Valley Sewage Treatment Plant, but these flows are not expected to impact the remaining treatment capability of the plant. The project would have a positive impact because potential groundwater degradation and threats to public health from septic system use in the project area would be eliminated.

The second improvement planned for the Pasatiempo Pines Area consists of installing a storm drain system along Lockwood Lane from Graham Hill Road to Mt. Hermon Road. This project would mitigate flooding and improve collection and delivery of storm water runoff by installing subsurface drain pipes and related infrastructure. This project is not anticipated to have any significant adverse impacts.

UNAVOIDABLE ADVERSE IMPACTS

This General Plan will provide a framework for future development in the City of Scotts Valley and the Planning Area as a whole. Future development could, regardless of the policies provided in the General Plan, result in significant impacts to the environment. Because the characteristics of specific developments that may be approved pursuant to this General Plan are not currently known, the precise degree and extent of potential impacts cannot be defined.

Table 47 summarizes the major unavoidable adverse impacts expected to occur as a result of General Plan implementation. Since the nature and character of new development and potential impacts associated with this development is not known, the significance level of each potential impact is not provided.

TABLE 47

Summary of Potential Unavoidable Adverse Impacts

Environmental Component	Impacts
Soils/Topography	- Erosion and sedimentation - Permanent changes to topographical features
Hydrology/Water Supply	- Increased groundwater withdrawal from an apparently limited aquifer - Increased impermeable areas result in increased runoff

Summary of Potential Unavoidable Adverse Impacts
(continued)

	- Loss of aquifer recharge area - Change in natural drainage features
Wildlife	- Loss and/or degradation of wildlife habitat area
Vegetation	- Loss of native vegetation - Reduction in quality and diversity of native communities by introduction of exotic plant species - Loss of sensitive plant communities - Removal of mature trees
Energy Conservation	- Increase in consumption of non-renewable fossil fuels
Visual Resources	- Intensification of land use and development in vacant areas will reduce natural open space areas and scenic quality
Air Quality	- Ambient air quality will be cumulatively degraded as a result of new stationary and mobile pollutant sources
Water Quality/Sewage	- Exacerbation of existing contaminated groundwater areas - Increased levels of urban pollutants in surface and groundwater - Reduction in groundwater quality - Increased sedimentation of surface water bodies
Noise Impacts	- Ambient noise levels will be increased as a result of new development, land use intensification, and increased traffic levels
Transportation	- Congested and safety hazards may increase on some roadways in the City

Summary of Potential Unavoidable Adverse Impacts
(continued)

Public Services	- Demands on public services and facilities will increase and expansion/improvements of service availability and facilities will be necessary
Archaeological/Historical	- Potential disruption or destruction of prehistoric resources and/or loss of historical structures
Housing	- Increased demand on existing housing stock and for developable land

IRREVERSIBLE CHANGES TO THE ENVIRONMENT

Future growth in Scotts Valley, as guided by the General Plan, will have several irreversible effects. The first and most obvious is the commitment of resources necessary for new development. New development results in the irreversible use of non-renewable fossil fuels, non-recyclable building materials, mineral resources, and water resources.

New development will contribute to the irretrievable loss of open space, native vegetation, wildlife habitat, and visual quality. Existing landforms could be irreversibly altered.

The proposed land use plan includes existing agricultural land uses within the open space land use designation. Though new urban oriented development on these agricultural lands is not completely irreversible, it is highly unlikely that agricultural activities will be viable in the future. This General Plan did not identify lands suitable for agriculture nor explore the viability of establishing this enterprise.

New development and intensification of land uses will alter surface hydrological conditions. Large open space areas would be converted to impermeable surfaces by new development. This results in increased runoff, potential pollution of surface and groundwater via increased amounts of urban pollutants, and decreased aquifer recharge. While these are potentially irreversible impacts, when addressed on a project-by-project basis, they could be mitigated by project conditions.

SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY

The goal of a general plan is to provide policies and a land use and transportation plan that guide a jurisdiction's development over the long-term. This General Plan seeks to ensure that development occurs in a manner that provides a balance between the need for economic growth and the need to preserve natural resources for future use.

By taking into account the need for balance between growth and resource conservation, the policies of the General Plan direct the location and extent of new development so that short-term economic growth and the benefits that accompany it are matched by the preservation of natural resources for long-term environmental productivity. To accomplish this, growth is directed towards areas where the least amount of long-term environmental degradation would occur. As can be seen in the land use plan map (Figure 34), the most dense, intensive development is concentrated in "core" areas. Development densities decrease outward of these core areas. This minimizes the total land area developed and minimizes the need to extend services and facilities in a manner that induces additional growth. Extensive development is avoided (development densities are lowest) in areas where natural resources are to be preserved and geologic/topographical constraints are prevalent.

GROWTH INDUCING IMPACTS

In general, growth inducing impacts occur when new employment opportunities bring additional people to an area or when limitations to growth (such as public service constraints) are removed. In these cases, increased demand for additional public services, commercial services, land, and housing units is generated.

The comparative land use table (Table 44) of the Plan shows that areas proposed for commercial land use will increase, but proposed industrial land use acreage will decrease, relative to the amount of existing built-out commercial and industrial land. Additional employment opportunities generated by commercial growth within the Planning Area will be created. New employment will generate additional demands on public services and facilities. New employment will stimulate a demand for additional housing to accommodate an increased resident population.

A major issue affecting potential growth in Scotts Valley is the availability of water. Water purveyors that would provide water within the City would withdraw groundwater from an apparently limited aquifer. Policies of the General Plan prohibit new development without the guarantee of adequate public services to serve the development. Thus, a significant constraint to new development exists as water may not be available in adequate quantities. In fact, at this time a partial moratorium on new water connections provided by the Scotts Valley County Water District is in effect. If future conditions

warrant the lifting of the moratorium, a significant growth inducing impact would occur.

Treatment capacity at the Scotts Valley Sewage Treatment Plant has recently been expanded and additional improvements may be necessary. Any additional expansion of the plant would facilitate growth in Scotts Valley, especially residential growth, by alleviating a potential service constraint.

Another constraint to development, capacity of roadways within Scotts Valley, is being partially alleviated. The major traffic corridors in Scotts Valley, namely Scotts Valley Drive and Mt. Hermon Road, bear the majority of traffic generated in and traveling through the Planning Area. Congestion problems on these roadways have been reduced by a number of improvement projects that have recently been completed. Proposed improvements to these corridors are shown on the transportation plan map (Figure 35) and discussed in Chapter 5 under "Transportation and Circulation." The transportation plan also proposes transportation improvements for several other roadways within the City. Several of these improvements, if implemented, would expand roadway capacity and improve roadway safety and circulation conditions and new development could be facilitated.

EFFECTS FOUND NOT TO BE SIGNIFICANT

All impacts identified in this EIR are potentially significant. The General Plan would theoretically permit expanded growth in the Planning Area provided constraints to growth (primarily the capacity of existing public services) are removed. Though the precise level of growth that will occur cannot be assessed at this time, it can be assumed that new growth could significantly impact natural resources, existing development, and/or socioeconomic conditions if it is inconsistent with policies of the General Plan. If growth is consistent with the policies, the potential impacts identified in the EIR should be substantially reduced.

SOCIOECONOMIC IMPACTS

Changes in the socioeconomic environment are indirectly related to changes in the physical environment. As residential, commercial and industrial growth takes place in the Planning Area, an assortment of changes to the existing rural character of the Planning Area will occur.

At full buildout of all proposed residential land uses at maximum intensity, the population of the Planning Area could increase by as much as 12,000 people. Population growth of this magnitude and the expansion of services necessary to support it will bring changes to the quality of life in the Planning Area. For instance, an increase in traffic volumes will bring about increases in noise levels and traffic congestion. This will be accompanied by

a decrease in air quality. Scenic quality in the area may be diminished due to loss of open space areas. Services may become stressed by the addition of significant numbers of people, and, consequently, the ability of these services to provide expected benefits -- i.e., emergency services or road maintenance -- could be decreased.

New growth, as directed by policies of the General Plan, could bring economic benefits to the Planning Area. Economic growth will come in two primary forms. First, new development will provide job opportunities for existing and future residents of the Planning Area. Job opportunities would be created in both the short-term (construction) and long-term in many service and professional categories of employment. Creation of new jobs would stimulate the flow and exchange of goods and services within the Planning Area and thereby strengthen its economic base.

New development would also bring new tax dollars into the Planning Area. An increased tax base may enable the City of Scotts Valley to provide increased levels of public services. While wastewater collection and treatment services are operated as an enterprise function, the City does provide primary services such as police and fire protection, street maintenance and various general governmental support and administrative services. Provision of adequate levels of public services by the City is both an economic and social benefit.

The General Plan balances economic growth and environmental resource conservation goals. As such, it seeks to encourage economic growth while remaining sensitive to natural resources and the social environment. The net result of the Plan's policies is to minimize conflicts between these two goals and the impacts that may be created when one goal is given priority over another.

CUMULATIVE IMPACTS

The land use plan proposes an increase in acreage for all newly designated land uses except industrial and public/quasi-public use. This is primarily due to the fact that the land use plan assigns a land use to areas that currently are vacant (refer to Table 44).

A cumulative impact assessment is made on the basis that proposed land uses will be built out to their maximum densities. Policies contained in the General Plan will limit development to levels well below those proposed in the land use plan, but to what level growth will be limited cannot presently be determined. The City has adopted a target population of 14,000 residents for the Planning Area in the year 2005. Moderate growth in residential development would need to occur to support this population level.

The various policies contained in the General Plan could both mitigate and accentuate the significance level of cumulative impacts. Since the General Plan serves as a long-range guideline for establishing the location and types of growth in the Planning Area, potential impacts that accompany implemen-

tation of the Plan are necessarily cumulative in nature. Therefore, policies that mitigate these impacts act as mitigations to cumulative impacts.

Natural Resources

Many policies of the Plan serve to protect natural resources from unwarranted or undesirable growth. However, despite a high degree of resource protection, impacts to natural resources may occur.

The extent of development proposed in the land use plan would cumulatively impact biotic and water resources. Loss of wildlife habitat and open space would occur as new development is permitted and vacant lands are built upon or existing land uses are intensified. Though policies of the plan do provide for direct protection of environmentally sensitive habitats, future development could indirectly reduce the quality of habitat available for wildlife and/or degrade valuable plant communities. Significant cumulative impacts to soil resources may accompany new development. Increased erosion can be expected when soil surfaces are exposed during construction and landscape installation. New development will create larger areas of impermeable surfaces. This causes higher volumes of surface water runoff which, in turn, have the potential to cause soil erosion.

The increase in impermeable surfaces has a direct effect on groundwater resources. As areas of impermeable surfaces increase, groundwater recharge potential decreases. Since the Planning Area is entirely dependent on groundwater for domestic water supplies, any reduction in groundwater availability could have serious consequences; recharge areas must be protected.

New development could cause an increase in surface and groundwater pollution. Expansion of industrial, commercial and residential land use will result in generation of a variety of pollutants, especially urban pollutants; i.e., dust, sediment, pesticides, fertilizers, grease and oil. These pollutants will be carried in surface runoff into surface water bodies. Pollutants may also make their way into groundwater supplies. The existing and potential expanded use of toxic chemicals by industry and residents within the Planning Area creates the potential for toxic contamination of surface and groundwater supplies.

Cumulative impacts to the health and safety of Planning Area residents and structures could occur due to increased exposure to geologic hazards. New development would be subject to hazards created by seismic events (i.e., groundshaking, liquefaction, or slope failure). The City of Scotts Valley is located approximately four miles to the southwest of the San Andreas Fault Zone. Three other active or potentially active fault zones are located nearby. These faults are capable of producing ground shaking events that could cause extensive structural damage and threat to human life. Landslides are a geologic hazard in the Planning Area. The land use plan proposes no or minimal residential development in steep slope areas or areas identified as having a high potential for slope failure.

Essentially all residents of the Planning Area are subject to groundshaking hazards. The precise number of persons exposed to liquefaction and slope failure hazards are difficult to determine because the potential areal extent and severity of these hazards is quite variable in the Planning Area.

Air Quality

Air quality in the Planning Area will continue to be degraded as new development proceeds. The major source of increased air pollution will be vehicular traffic. Commercial and industrial point sources of air pollution may be created by new development, but control and mitigation of cumulative air pollution impacts from point sources can be accomplished more easily than can mitigation of impacts associated with mobile (automobile) pollution sources. It is the City's intent not to approve new developments which are significant point sources of air pollution.

Estimations of the total volume of air pollutants generated in the Planning Area may not be useful due to the difficulty in estimating future traffic levels and average trip lengths. These two variables must be known in order to calculate vehicle emission volumes. The specific types of development that will occur in the Planning Area cannot be defined; traffic generation rates are even more variable. However, based on general estimates using Caltrans' trip generation rates, approximately 150,000 - 200,000 vehicle trips per day could be generated.

As discussed in the air quality section of the General Plan (see Chapter 2), Federal (NAAQS) standards for ozone have not been exceeded in Scotts Valley since 1977. Emissions generated by increased traffic could contribute to regional ozone production which could exceed Federal standards. The frequency at which any future violations could occur cannot be determined. In addition, ozone production is dependent on atmospheric conditions which could either work for or against ozone production.

Noise

New development in the Planning Area will cumulatively contribute to increased noise levels. The Plan allows for expanded growth of commercial and residential land uses. Noise generated by these land uses can be expected to raise ambient noise levels throughout the Planning Area. Impacts resulting from increased noise levels will be dependent on the source and location of noise generating activities.

The primary noise source associated with existing and potential future commercial developments is and will continue to be concentrated vehicle traffic. Noise levels on local streets and major traffic corridors accessing new commercial developments will increase. No expansion of heavy industrial development is proposed. Consequently, no new major heavy industrial point

sources of noise are anticipated. The primary source of noise generated by cumulative residential development will be automobile traffic.

Because no new major point sources of noise are anticipated to be developed, cumulative impacts to noise receptors will occur where noise receptors are located near local streets and/or corridors that currently experience or are expected to experience significant increases in vehicular traffic.

The Transportation and Circulation section of Chapter 5 of the General Plan describes anticipated cumulative traffic increases that would occur in the Planning Area based on buildout of existing and proposed land uses. The Noise Element illustrates and describes existing and projected noise contours based on the proposed land use plan. The Noise Element also describes noise sensitive receptors that are likely to be impacted by cumulative development in the Planning Area.

Several policies of the Plan seek to mitigate against potential noise impacts. These policies ensure that noise compatible land uses are located adjacent to each other, that noise generating activities are minimized in noise sensitive environments, and that development design includes measures such as open space buffers to mitigate noise impacts.

Transportation

New development in the Planning Area could cause significant cumulative impacts to Scotts Valley's transportation network. New development will generate increased traffic volumes. The total volume and distribution of traffic generated by new development cannot be approximated due to the significant variability in trip generation rates from commercial land uses. However, full buildout of residential land uses should generate approximately 80,000 trips per day, while industrial uses would generate approximately 10,000 trips per day. These numbers are highly variable and are intended to provide only a very general idea of potential future traffic conditions. Policies of the Plan should significantly reduce this maximum potential volume.

The Transportation and Circulation section of Chapter 5 of the General Plan describes existing and projected traffic characteristics in Scotts Valley. Based on existing conditions and potential growth, several of the roadways/intersections in Scotts Valley would be inadequate in capacity and design to satisfactorily handle traffic generated by new growth. The Transportation and Circulation section discusses a number of current and suggested transportation improvements. These improvements are aimed at addressing potential impacts to particular roadways. For instance, residential development has been proposed on either side of Glenwood Drive, north of Vine Hill Road. Traffic generated by buildout of that area will be channeled down Glenwood Drive through the Hacienda Drive/Scotts Valley intersection. Several improvements are proposed for the Hacienda/Granite Creek/Scotts Valley Drive intersection. These improvements have been suggested in order to handle traffic generated by

growth in the Glenwood Drive Area as well as existing and potential traffic generated in other areas that would utilize this intersection. As another example, several improvements are proposed for Glen Canyon Road. These suggested improvements stem from development that could occur along Green Hills Road and from residential development above Glen Canyon Road. The design and capacity of Glen Canyon Road is currently inadequate to efficiently handle significant increases in traffic generated by potential growth.

Most of the improvements suggested for the short- and long-term center on the major traffic corridors and intersections. Improvements are suggested as mitigations to potential cumulative roadway congestion/safety impacts that could occur as a result of new growth in the Planning Area.

Public Services

The cumulative demand for public services and facilities will increase significantly as development occurs in the Planning Area. Cumulative impacts to sewage treatment and water service capabilities are of particular concern.

The Scotts Valley Sewage Treatment Plant has been expanded to allow increased capacity. The plant now has an 800,000 gallons per day, average dry weather flow, (ADWF), with a 1,000,000 gallon per day wet weather flow capacity. Further expansion of the plant will be possible and if needed, could expand the plant's capacity to 1.2 to 1.5 million gallons per day (ADWF). Sewage generation at full buildout of existing and proposed land uses is difficult to quantify due to lack of information on sewage volumes generated by particular land uses. Table 48 approximates the total volume of sewage, approximately 1.65 million gallons per day, that could be generated at full buildout of all land uses.

Though this total wastewater generation figure is a very general approximation, it is apparent that wastewater volumes generated at full buildout could exceed potential treatment capacity at the Scotts Valley Treatment Plant. Consequently, new development in Scotts Valley may cumulatively impact wastewater treatment facilities at some future expanded level of development. Again, it must be emphasized that sewage generation estimates are very conservative.

Water availability in Scotts Valley is a function of the perennial yield of local aquifers and the mechanical means to pump and distribute water. Presently, the Scotts Valley Water District does not have sufficient mechanical means to fully utilize groundwater resources in the Planning Area. As a result, land development is constrained. This control on development will continue until new wells are developed and fully tested to insure against adverse impacts to area streams, other wells, downstream water rights, and groundwater quality.

TABLE 48

Potential Sewage Generation at Full Buildout

Land Use	Generation Factor	Total Sewage* Generated (day)
Residential	200 gpd/unit**	1,440,400 gpd
Commercial	420 gpd/acre***	143,913 gpd
Industrial	130 gpd/acre***	39,975 gpd
Public/Quasi Public	Varies/use	27,517 gpd
	TOTAL	1,651,805 gpd

* Includes sewage generation from existing land uses.

** This factor is an average. New residential development is anticipated to generate approximately 180-200 gpd of wastewater per unit. Current average sewage generation rate per single-family dwelling in Scotts Valley is approximately 191 gpd.

***These factors were derived by dividing total developed commercial and industrial acreage within the City by current total sewage generation from existing commercial and industrial land uses, respectively. The industrial use factor does not include industrial developments which use significant amounts of processing water in their operations. This excludes the major water user in the City -- Interdesign -- and anticipates that other such high water use industries will not be permitted in the Planning Area based on policies in this Plan.

Source: City of Scotts Valley
City of Scotts Valley Water Enterprise Fund
Revenue Program (1985)

Reports commissioned by the SVWD have concluded that the groundwater resources are presently under utilized. However, a long-term groundwater management program must be developed and implemented in order to protect existing water users. The estimated water use/availability situation is discussed in the hydrological resources section of the General Plan. Over the long-term, the District foresees the completion and implementation of the Water Resources Master Plan to meet future needs.

Table 49 represents projected water demand generated by full buildout of the existing and proposed land uses at their highest intensities. Approximately 2,613 acre-feet per year of water would be needed. Water demand for 1983 was 256.88 million gallons or 788.4 acre feet. Thus, the total estimated additional water demand required at full buildout is 1,825 acre-feet per year. Total water demand estimates made here differ from those made in the North Central Santa Cruz County Water Master Plan (1985). This report estimates buildout water demand at 1,864 acre feet per year.

TABLE 49

Projected Water Demand

Land Use	Water Use (Average)[1]	Projected Demand [2] (Acre-feet/Year)
Residential	104 gpcpd (gallons per capita per day)	2,108
Commercial	0.4 gpm/acre	221
Industrial	0.4 gpm/acre	198
Recreational	0.1 gpm/acre	25
Institutional	0.2 gpm/acre	61
TOTAL		2,613

[1]Water Master Plan for Scotts Valley Water District (1983).

[2]Includes Existing Land Use

Source: Scotts Valley Water Resources Management Plan

It is questionable as to whether the large increase in projected demand can be satisfied by undeveloped sources of groundwater within the Planning Area. The SVWD recognizes the limitations of the groundwater resource and is pursuing other means to meet long-range demands. Again, it must be remembered that buildout of the Planning Area at the highest densities used in these calculations is highly unlikely; these numbers represent the worst case scenario. Several projects are being studied by the North Santa Cruz County Water Planning Task Force. Some of the long-term projects include an intertie to the City of Santa Cruz, storm water diversion of Bean Creek to groundwater recharge facilities, diversion and/or damming of Carbonera Creek, and the Glenwood Reservoir on the west branch of Soquel Creek. Water demand should be constantly monitored as growth proceeds to ensure the long-term viability of groundwater resources.

Police and fire protection services will be cumulatively impacted by additional demands of new development. Unless provisions are made to guarantee staff and equipment increases commensurate with demand generated by population increases, impacts to protection service capabilities could adversely affect the health and safety of Scotts Valley residents.

School and park facilities could also be cumulatively impacted by new development. Though school enrollment has been steadily declining, a significant number of school age children could be added to the Scotts Valley Union School District and to the Santa Cruz High School District. Should the number of children added exceed current capacity of schools within the two districts, new school facilities would need to be constructed. The Scotts Valley Union School District owns a 19-acre parcel of land in Scotts Valley. This parcel, located off of Glenwood Drive, could be utilized for construction of a new school facility if and when the need arises. Policies of the General Plan call for the development of a school impact fee ordinance to offset potential impacts.

The County of Santa Cruz has adopted a ratio of park area to population standard of 3 acres per 1,000 population. Based on the projected full build-out population of 18,000, Scotts Valley should have approximately 54 acres of park and recreation area available to residents of the City. The City currently has approximately 60 acres of park and open space recreation area available for use by its residents. However, the range of recreation opportunities provided by existing park and open space areas is limited. General Plan policies strongly encourage development of new neighborhood parks and on-site open space. New parks and provision of adequate active and passive recreation facilities in the park and recreation system as a whole is the goal of the City's open space implementation program. If the program and park and recreation policies of the General Plan are carried out as proposed, long-term demand for such facilities should be satisfied.

Policies of the General Plan restrict new development to levels that can be accommodated by existing public services. Cumulative impacts to public facilities and services should be mitigated; new development would not be approved until adequate public services are available to serve it.

Archaeological/Historical Resources

Many historic sites and areas of archaeological sensitivity have been identified in the Planning Area. Many of the historical sites have been lost to existing development. Unless General Plan policies pertaining to preservation and enhancement of historical resources are implemented, it can be expected that cumulative development will significantly impact most of the remaining undeveloped historical sites/structures. Many archaeological sites of significance have already been lost to existing development.

Housing

The proposed land use plan allows for expanded commercial growth in the Planning Area. Growth in this sector will be accompanied by new employment opportunities. Employment opportunities will result in an influx of new residents. Although the precise number of new residents cannot be determined at present, new residents would likely seek housing units located in or near the Planning Area. The Housing Element of this General Plan discusses anticipated population growth rates and housing supply/demand interactions.

Based on the area of land designated for residential development in the land use plan, cumulative housing demands should be adequately satisfied. However, simply designating land for residential development does not ensure that a sufficient number and range of units will be constructed to meet demand. In short, the land use plan designates enough area for residential development to satisfy cumulative potential demand for housing. Whether enough housing units are actually constructed to meet long-term housing demand will largely be dependent on a number of economic variables and on availability of public services and facilities.

CONSISTENCY WITH REGIONAL PLANS

Section 15125(b) of the California Environmental Quality Act (CEQA) states that an EIR shall discuss any inconsistencies between the proposed project, in this case the Scotts Valley General Plan, and applicable regional plans. Such regional plans may include air quality management plans, waste treatment and water quality control plans, transportation plans, housing allocation plans, population projections, and land use plans.

CEQA guidelines also state in Section 15146(b) that in the case of general plans, which normally deal with issues on a level of broad generalities, EIRs cannot analyze the environmental impact of them with the precision that may be possible with specific development proposals. Section 15146(b) allows this necessary difference in precision.

In light of the above statements, a general review of applicable regional plans was undertaken to check for possible inconsistencies with the policies of the Scotts Valley General Plan. The following regional plans, prepared by the Association of Monterey Bay Area Governments (AMBAG), were examined: the 1982 Air Quality Plan for the Monterey Bay Region; the 1978 Water Quality Management Plan for the Monterey Bay Region and its supplement, 1982 Current Reflections of Water Quality Planning in the Monterey Bay Area; and the Regional Housing Needs Report 1980 to 1990. Additionally, the following documents from Santa Cruz County were reviewed: the 1984 Santa Cruz County Regional Transportation Plan; and the Santa Cruz County General Plan Land Use Element.

Comparison of similar policies and goals contained within the above documents and those of the Draft Scotts Valley General Plan revealed no significant inconsistencies. In general, many of the policies contained in the draft general plan strongly reflect established regional goals.

AREAS OF CONTROVERSY KNOWN TO THE LEAD AGENCY

The most significant areas of controversy or issues raised by the public or other agencies are summarized in the following list:

- The amendment requests made on the 1978 General Plan
- The legal adequacy of the 1978 General Plan
- Development on slopes/slope stability
- Mining activities in the Planning Area
- Riparian corridors
- Water resources/water quality
- Hazardous materials
- Transportation/circulation

These issues have been addressed by the City as a part of the General Plan revision.

PROJECT ALTERNATIVES

No Project

The "no project" alternative would allow continued use of the existing general plan. Failure to update the 1978 General Plan would not allow adoption and inclusion of legal changes required by State law, nor would it allow amendment of the General Plan to include policy additions or changes necessary to address current trends or issues in the Planning Area. For instance, the 1978 General Plan did not include a comprehensive noise element as mandated by state law. This General Plan does include a noise element that meets the requirements of state law. Were the no project alternative adopted, the City would continue to make planning decisions without the aid of important information on noise characteristics within the Planning area.

In a general sense, this General Plan will provide decision-makers with a more sound, complete set of conservation and growth policies that have been developed to address changing conditions in the Planning Area. These policies will help reduce potential adverse effects of long-term growth because they are more sensitive to current issues. As a result, planning decisions that call for the equitable balancing of land uses can be made based on a thorough understanding of current natural resource, economic, and social conditions.

ALTERNATIVE LAND USE PROPOSAL

Two alternative land use proposals were considered during the preparation of this General Plan. The alternatives were developed on the basis of previous technical studies prepared for the Scotts Valley area --- i.e., "Basic Data Report, Scotts Valley, California" by William Spangle and Associates and "Scotts Valley General Plan Review and Evaluation" by AMBAG -- and on the basis of current resource information generated by Environmental Management Consultants.

The alternate land use plan differs from the proposed plan in the amount and location of land proposed for each land use. The alternative land use plan is illustrated in Figure 36. Its accompanying transportation plan is illustrated in Figure 37, and described in Table 50.

Table 51 provides a quantitative comparison of proposed plan land uses versus land uses proposed in the alternative. There are relatively substantial differences between the proposed land use plan and the alternative in total area designated for industrial and public/quasi-public land uses.

The alternative proposes 160 more acres for residential development than the proposed plan. In general, the overall density of residential development under the alternative is greater than that of the proposed plan because residential densities were reduced for the proposed plan. Residential development under the proposed plan could house approximately 18,000 people and residential development under the alternative plan would house a slightly greater number (at full buildout of all designated residential areas at maximum density).

The alternative plan proposes approximately 78 fewer acres of commercial land use. Total area potentially developable for industrial uses under the alternative is about 200 acres more than in the proposed plan. Open space area under the alternative would total approximately 300 fewer acres than is designated in the proposed plan. This large difference occurs because two large timber preserve areas and several other resource preservation areas were redesignated as open space in the proposed plan.

An increase in residential development density, a relatively small decrease in area available for commercial use, and an increase in industrial land use would result in a relative increase in impact significance of the alternative as compared with the proposed plan. More land area would be devoted to development under the alternative plan. Potential impacts to natural resources and public services and facilities would be increased, but the reduction in impact significance level under the proposed plan would probably not be substantially less than under the alternative.

A comparison of existing land use versus land use proposed in the alternative plan (see Table 52) yields somewhat similar results as the comparison made between existing land use and the proposed land use plan acreages for residen-

TABLE 50
Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005)

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
1	Short-Term	Mt. Hermon Road Improvement	Widen both directions to two lanes--Lockwood Lane to Glen Canyon Road Signalization	Complete
2	Short-Term	Scotts Valley Drive Mt. Hermon Road Intersection	Signalization Intersection Improvements	Complete
3	Short-Term	Glen Canyon Road Mt. Hermon Intersection	Signalization Intersection Improvements	Design/Plan* Check Active
4	Short-Term	Lockwood Lane Mt. Hermon Road Intersection	Signalization Intersection Improvements	Design/Plan* Check Active
5	Short-Term	Scotts Valley Drive Drained Basin and Street Improvement	Four-lane widening median and turnpockets, bike lanes	Planned
6	Short-Term	Granite Creek Road Glenwood Drive, Scotts Valley Drive Intersection	Signalization Intersection Improvements	Design/Plan* Check Active
7	Short-Term	Granite Creek Road Bicycle/Pedestrian Path from Meadow Way to Southwood Drive	Bridge Widening Bicycle/Pedestrian Path	Planned

*May be completed before the adoption of this General Plan

Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005) -- Continued

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
8	Short-Term	Phase I--Scotts Valley Drive at El Pueblo Road and Carbonero Way	Signalization	Complete
		Phase II--Industrial Area Street Improvement District	Construct road to complete El Pueblo to Carbonera Way Loop	Construction* Active
9	Short-Term	Lockwood Lane Improvement Project	Widen Lockwood Lane Repave, Bicycle Path	Planned
10	Short-Term	Mt. Hermon Road Widening	Widen from three lanes to four. Glen Canyon Road to freeway ramps	Planned
11a	Short-Term	Glen Canyon Road	Road and bridge widening, repave, bike lanes	Requires Study
11b	Long-Term	Glen Canyon Road Green Hills Road Intersection	Potential Signalization	Requires Study
12	Long-Term	Bob Jones Lane and El Pueblo Road	Connect Bob Jones Lane	Requires Study
13	Long-Term	McDorsa to El Pueblo - West Side Loop Road	Construct Road from McDorsa Drive to El Pueblo Drive	Requires Study

*May be completed before the adoption of this General Plan

Scotts Valley Transportation and Circulation Improvements
(For the Period 1985-2005) - Continued

Improvement Designation	Project Implementation Timing	Project	Improvements	Status
14	Long-Term	La Cuesta Drive Mt. Hermon Road Intersection	Potential Signalization (County Jurisdiction)	Requires Study
15	Long-Term	Granite Creek Road Highway 17 northbound on/off-ramp	Signalization Widen overpass, increase on-ramp capacity	Requires Study
16	Long-Term	Hacienda Drive Reorganization and Signalization	Alignment of Hacienda with Granite Creek Drive	Requires Study
17	Short-Term/ Long-Term	Glenwood Drive	Widening Bike Lanes	Requires Study
18	Long-Term	Lundy Lane Completion	Complete Lundy Lane through to Mt. Hermon Rd. Align intersection with Canyon Road	Design Completed
19	Long-Term	Bean Creek Road Lockwood Lane Connection	Construct through road via Bluebonnet to Lockwood Lane	Requires Study
20	Long-Term	Freeway Interchange		Requires Study
21	Long-Term	Green Hills Road On-ramp	Construct a northbound on-ramp from Green Hills Road onto Highway 17	Requires Study

TABLE 51

Land Use Area Comparison:
Proposed Plan Versus Alternative Plan

Land Use Category	Proposed Plan	Alternative (EMC, 1984)	Difference Proposed Alternative
	(acres)	(acres)	(acres)
Residential			
incorporated	1,980.0	1,898.9	57.9
unincorporated	2,118.9	2,360.0	- 241.1
Commercial			
incorporated	358.05	279.6	63.05
unincorporated	0.0	0.0	0.0
Industrial			
incorporated	132.5	296.2	- 163.7
unincorporated	175.0	220.3	- 45.3
Public/Quasi-Public			
incorporated	148.2	208.0	- 59.8
unincorporated	41.6	0.0	41.6
Open Space			
incorporated	89.7	20.2	108.1
unincorporated	306.15	66.7	239.45
	5,350.1	5,350.1	00.0

tial, commercial, and industrial uses. Existing vacant lands are designated primarily as residential land uses under the alternative plan. Commercially designated acreage would increase as would open space area (the open space designation is new and includes some lands formally designated as public/quasi-public). Industrially designated acreage would increase and agricultural land uses would be eliminated. Public/quasi-public acreage is reduced because land uses included under the new public/quasi-public designation are less inclusive than those under the former designation.

Again, as explained under Table 44, the comparison of existing land use versus proposed land use must be clarified. Existing land use acreages describe how

TABLE 52

Comparative Land Use
Alternative Plan Versus Existing Land Use

Land Use Category	1984 Existing Land Use (acres)	2005 Alternative Land Use (acres)	1984-2004 Difference Alternative - Existing (acres)
Residential			
incorporated area	968.9	1,898.9	+930.0
unincorporated area	1,449.1	2,360.0	+910.9
Commercial			
incorporated area	140.4	279.6	+139.2
unincorporated area	2.4	0.0	-2.4
Industrial			
incorporated area	144.0	296.2	+152.2
unincorporated	33.9	220.3	-18.6
Public/Quasi-Public			
incorporated	204.5	208.2	+3.7
unincorporated	71.4	-	-71.4
Open Space			
incorporated	-	20.2	+20.2
unincorporated	-	66.7	+66.7
Agricultural			
incorporated	163.4	-	-163.4
unincorporated	305.9	-	-305.9
Vacant			
incorporated	1,058.8	-	-1,058.8
unincorporated	602.4	-	-602.4
Totals	5,350.1	5,350.1	0.0

much land is currently utilized for any of the uses shown. These acreages do not reflect how many total acres in the Planning Area were proposed (under the 1978 General Plan) for a particular use. As a result, the "Difference, Adopted - Alternative" column acreages appear extreme.

INTENDED USES OF THE EIR

The EIR is expected to be used to adopt a major revision of the City's 1978 General Plan. In addition, implementation of the City's General Plan policy direction has been evaluated by the EIR.

LIST OF AGENCIES EXPECTED TO USE THE EIR

City of Scotts Valley

- Community Development
- Public Works
- City Administrator
- Police Department

Local Agencies

- Scotts Valley Fire District
- Scotts Valley Water District
- San Lorenzo Water District
- County of Santa Cruz
- City of Santa Cruz

Regional Agencies

- Association of Monterey Bay Area Governments
- Monterey Bay Air Pollution Control District
- Santa Cruz County LAFCO
- Santa Cruz County Transportation Commission

State Agencies

- Resources Agency
- Air Resources Board
- Department of Conservation, Division of Mines and Geology
- Department of Fish and Game
- Caltrans District
- Department of Forestry
- Regional Water Quality Control Board
- Department of Water Resources
- Department of Solid Waste
- Department of Parks and Recreation
- Office of Historic Preservation
- Department of Native American Heritage
- State Lands Commission
- Public Utilities Commission

- Energy Commission
- Department of Food and Agriculture
- Department of Environmental Health
- Department of Industrial Relations
- Housing and Community Development Department
- Department of Real Estate

ORGANIZATIONS AND PERSONS CONSULTED

The following organizations and persons provided Environmental Management Consultants with input in the preparation of this General Plan.

Association of Monterey Bay Area Governments. Monterey, California

Archaeological Regional Research. Soquel, California

California State Clearinghouse. Sacramento, California

California State Department of Fish & Game. Monterey, California

California State Regional Water Quality Control Board. Mr. William Leonard, San Luis Obispo, California

California State Department of Transportation, District 4. Darnell Reynolds, San Francisco, California

Citizens for Orderly Growth. Jack Boone, Scotts Valley, California

City of Scotts Valley, Chamber of Commerce. Scotts Valley, California

City of Scotts Valley Fire Department. Chief Gerald Pittenger, Scotts Valley, California

City of Scotts Valley Police Department. Scotts Valley, California

County of Santa Cruz Department of Environmental Health. L. R. Tally, Santa Cruz, California

County of Santa Cruz. Fire Marshall's Office. Santa Cruz, California

County of Santa Cruz, Local Agency Formation Commission. Santa Cruz, California

County of Santa Cruz Planning Department. Mr. Tom Burns, Santa Cruz, California

County of Santa Cruz Solid Waste Management Committee. Santa Cruz, California

County of Santa Cruz Transportation Commission. Santa Cruz, California

County of Santa Cruz Watershed Management Office. Santa Cruz, California

Keating, Maxine. Scotts Valley, California

League of Women Voters. Scotts Valley, California

Monterey Bay Unified Air Pollution Control District. Salinas, California

Pacific Gas and Electric Company. Santa Cruz, California

San Lorenzo Valley Chamber of Commerce. Felton, California

San Lorenzo Valley Water District. Boulder Creek, California

Santa Cruz Archaeological Society. Santa Cruz, California

Santa Cruz City Schools, Office of the Superintendent. Santa Cruz, California

Scotts Valley Businessmen's Association. Scotts Valley, California

Scotts Valley County Water District. Scotts Valley, California

Scotts Valley Historical Society. Charlene Detleffs, Scotts Valley, California

Scotts Valley Property Owners Association. Scotts Valley, California

Scotts Valley Union School District. Scotts Valley, California

Tri Park Mobile Home Association. Scotts Valley, California

APPENDICIES

APPENDIX A

Subject Listing of Goals, Objectives, and Policies

SUBJECT LISTING OF GOALS, OBJECTIVES, AND POLICIES

Subject	Goal, Objective, and Policy Number (page)
Access	8.2, 8.2.1, 8.2.2 (p. 44); 20.1.1 (p. 205); 21.1.2, 21.3 (p. 207 and 208); 26.1.3, 26.1.4 (p. 216)
Air Quality	12, 12.1, 12.1.1, 12.1.2 (p. 89 and 90)
Archaeological Resources	6, 6.1, 6.1.1, 6.2, 6.2.1, 6.2.2 (p. 41 and 42); 22.2, 22.2.1 (p. 209)
Bicycle Transportation	13.1.1 (p. 90); 26, 26.1 (p. 214); 28 (p. 219); 32, 32.1, 32.1.1, 32.1.2, 32.1.3, 32.1.4, 32.1.5, 32.2, 32.2.1, 32.2.2, 32.2.3 (p. 228-230)
Circulation	29.1.1, 29.1.2, 29.2, 29.2.1 (p. 222 and 223); 32.2 (p. 230)
City Government Facilities	22, 22.1, 22.1.1, 22.2, 22.2.1, 22.3 (p. 209 and 210)
Commercial Land Use	12.1.1 (p. 90); 14.1.1, 14.1.2, 14.2.1 (p. 106 and 107); 16.1.3 (p. 198); 18, 18.1, 18.1.1, 18.2, 18.2.1, 18.2.2, 18.3, 18.3.1, 18.3.2 (p. 201-203)
Disaster, Emergency Preparation	9, 10, 10.1, 10.1.1, 10.1.2, 10.1.3 (p. 87 and 88)
Development Review and Approval	9.1.2, 9.2.2, 9.3.1 (p. 82 and 83); 13.3.1 (p. 92); 14.1.3 (p. 106); 15.1.3 (p. 197); 23.1.3 (p. 211); 25.1.11 (p. 214)
Easements	8.1.1, 8.2, 8.2.2 (p. 44); 30.1.3 (p. 225); 33.1, 33.1.2 (p. 230 and 231)

Subject	Goal, Objective, and Policy Number (page)
Housing	16.1.2 (p. 198); 17, 17.1, 17.1.1, 17.1.2, 17.1.3 (p. 199); 34, 34.1, 34.1.1, 34.1.2, 34.1.3, 34.1.4, 34.1.5 (p. 232 and 233); 35, 35.1, 35.1.1, 35.1.2, 35.1.3, 35.1.4 (p. 233 and 234); 36, 36.1, 36.1.1, 36.1.2 (p. 234 and 235); 37, 37.1, 37.1.1, 37.2, 37.2.1 (p. 235); 38, 38.1, 38.1.1, 38.1.2, 38.1.3, 38.1.4 (p. 236)
Industrial Land Use	12.1.1 (p. 90); 13.2, 13.2.1 (p. 91); 14.2.1 (p. 107); 16.1.3, 16.1.4 (p. 198 and 199); 19, 19.1, 19.1.1, 19.2, 19.2.1, 19.2.2, 19.2.3, 19.3, 19.3.1, 19.3.2 (p. 203-205)
Land Use Planning	4.2.3 (p. 40); 8.3, 8.3.1, 8.3.2, 8.3.3, 8.3.4 (p. 44 and 45); 9.1, 9.1.2, 9.2 (p. 82); 13.3 (p. 91); 14.1, 14.1.1, 14.1.2, 14.2.1 (p. 106 and 107); 15, 15.1, 15.1.1, 15.1.2 (p. 197 and 198); 16, 16.1, 16.1.1, 16.1.3 (p. 197); all Objectives and Policies of Goals 17, 18, 19, 20 and 21 (p. 199-208); 25.1.2, 25.1.10, 25.1.12 (p. 212-214); 28.2.2 (p. 221); 32.1.3 (p. 229); 35.1.4 (p. 234)
Mineral Resources/ Mining	1, 1.1, 1.1.1, 1.2, 1.2.1, 1.2.2 (p. 36 and 37)
Mobile Homes	17.1.2, 17.1.3 (p. 199)
Natural Resources	8, 8.1, 8.1.1, 8.2, 8.3, 8.3.3 (p. 43-45); 21.2, 21.2.2 (p. 207)
Noise, Sound	13, 13.1, 13.1.1, 13.1.2, 13.1.3, 13.2, 13.3, 13.3.1, 13.3.2 (p. 90-93); 18.3.1 (p. 203); 19.2.2 (p. 204)
Open Space	8.1, 8.1.1, 8.2 (p. 43 and 44); 17.4.2 (p. 201); 21, 21.1, 21.1.1, 21.1.2, 21.2, 21.2.1, 21.2.4, 21.3, 21.3.1, 21.4, 21.4.1 (p. 206-208)
Park and Recreation	25.1.4 (p. 212); 26, 26.1, 26.1.1, 26.1.2, 26.1.3, 26.1.4 (p. 214-216)

Subject	Goal, Objective, and Policy Number (page)
Economic Development	14, 14.1, 14.1.1, 14.1.2, 14.2, 14.2.1 (p. 106 and 107)
Employment	14.2, 14.2.1, 14.3, 14.3.2 (p. 107); 16.1.1 (p. 198)
Educational	14.3.1 (p. 107); 25, 25.1, 25.1.1, 25.1.2, 25.1.3, 25.1.4, 25.1.5, 25.1.6, 25.1.7, 25.1.8, 25.1.9, 25.1.10, 25.1.11, 25.1.12 (p. 211-214)
Energy Conservation	27.3.2 (p. 218); 38, 38.1, 38.1.1, 38.1.2, 38.1.3, 38.1.4 (p. 236)
Erosion	9.2.3 (p. 83); 11.1.1 (p. 89)
Fire Hazards and Protection	9, 9.3, 9.3.1, 9.3.2, 9.3.3, 9.3.4 (p. 83-86)
Flooding/Floodplain and 100-Year Floodplain	9, 9.2, 9.2.1, 9.2.2, 9.2.3 (p. 82 and 83)
Fish and Wildlife	4, 4.2.2 (p. 39 and 40)
Forest and Wooded Area	4, 4.1, 4.1.1, 4.2, 4.2.1, 4.2.2, 4.2.3 (p. 39 and 40)
Hazardous Wastes	9, 9.4, 9.4.1, 9.4.2, 9.4.3, 9.4.4 (p. 87); 11.1.1 (p. 89)
Health and Medical Services	24, 24.1, 24.1.1 (p. 211)
Historical Resources	7, 7.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4 (p. 42 and 43); 22.2 (p. 209)

Subject	Goal, Objective, and Policy Number (page)
Seismic and Other Geologic Hazards	9, 9.1, 9.1.1, 9.1.2 (p. 82)
Septic System	2.1.1 (p. 36); 11.1.1 (p. 89)
Sewerage System	2.1.1 (p. 36); 27.2, 27.2.1 (p. 217)
Soil (Conservation Quality)	2, 2.1, 2.1.2 (p. 36)
Slope	2.1.2, 2.1.3 (p. 36 and 37); 17.2, 17.2.1 (p. 200)
Streets and Roads/ Highways	9.3.2 (p. 84); 29, 29.1, 29.1.1, 29.1.2, 29.2, 29.2.1, 29.2.2, 29.2.3, 29.2.4, 29.2.5, 29.2.6, 29.2.7 (p. 222-224)
Trails (Hiking and Equestrian)	26, 26.1 (p. 214); 28 (p. 219); 33, 33.1, 33.1.1, 33.1.2, 33.1.3, 33.1.4, 33.1.5 (p. 230-232)
Transit Service	13.1.1 (p. 90); 31, 31.1, 31.1.1, 31.1.2, 31.1.3 (p. 227 and 228)
Transportation	28, 28.1, 28.1.1, 28.1.2, 28.1.3, 28.1.4, 28.2, 28.2.1, 28.2.2, 28.3, 28.3.1, 28.3.2 (p. 219-222)
Utilities and Public Service Infrastructure	15.1.3 (p. 197); 27, 27.1, 27.1.1, 27.2, 27.2.1, 27.3, 27.3.1, 27.4, 27.4.1, 27.4.2, 27.5, 27.5.1, 27.5.2, 27.5.3 (p. 216-219); 34.1.3 (p. 233)
Vegetation	4, 4.1, 4.1.1, 4.1.2, 4.2, 4.2.1, 4.2.2, 4.2.3 (p. 39 and 40) 12.1.2 (p. 90)

Subject	Goal, Objective, and Policy Number (page)
Parking	29.2.2, 29.2.3 (p. 223); 31.1.3 (p. 228); 32.2.2 (p. 230)
Protective Services (Police and Fire)	23, 23.1, 23.1.1, 23.1.2, 23.1.3 (p. 210 and 211)
Public and Quasi-Public	20, 20.1, 20.1.1, 20.2.1 (p. 205 and 206)
Public Health and Safety	25.1.5, 25.1.6, 25.1.7, 25.1.8 (p. 213); 27.3, 27.4 (p. 217 and 218); 29.2, 29.2.1, 29.2.2, 29.2.4, 29.2.7 (p. 223 and 224); 32.2, 32.2.1, 32.2.3 (p. 230); 33.1.5 (p. 231); 36.1.1 (p. 234)
Rare and Endangered Plant and Animal Species	5, 5.1, 5.1.1 (p. 40); 21.2.2 (p. 207)
Residental Land Use (see Housing)	16.1.2 (p. 198); 17, 17.1, 17.1.1, 17.1.2, 17.1.3, 17.1.4, 17.2, 17.2.1, 17.3, 17.3.1, 17.4, 17.4.1, 17.4.2 (p. 199-201); 25.1.1 (p. 211)
Riparian Corridor	4, 4.1.2 (p. 39); 8.2.2 (p. 44); 21.2.3 (p. 207)
Scenic Areas, Visual Beauty, Aesthetic Qualities (Scenic Viewshed and Corridor)	8, 8.1, 8.1.1, 8.2, 8.2.1, 8.2.2, 8.3.4 (p. 43-45); 30, 30.1.3, 30.1.4, 30.1.5, 30.1.6, 30.1.7, 30.1.8, 30.1.9, 30.2, 30.2.1, 30.2.2, 30.3, 30.3.1, 30.3.2 (p. 224-227)
Scenic Roads and Highways (see Scenic Area, Visual)	30, 30.1, 30.1.1, 30.1.2, 30.1.3, 30.3, 30.3.1, 30.3.2 (p. 224-227)

GLOSSARY

ACCEPTABLE RISK: The level of risk that the majority of citizens will accept without asking for governmental action to provide protection.

(To illustrate this point: consider a site which is subject to occasional flooding. If the chances are one in a thousand that the site will be flooded in any given year, local citizens will probably accept that risk without asking for special protection. If the chances of flooding are one in ten, however, either governmental regulations would be enacted to keep people from building on the site in order to protect life and property, or property owners would ask that government build protection devices to control the flood waters.)

ACTIVE FAULT: A fault that has moved recently and which is likely to move again; it is a fault that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

AFFORDABLE: Capable of purchase or rental by a household with moderate or low income, based on its capacity to make initial monthly payments necessary to obtain housing. Housing is affordable when a household pays 25-30% or less of its gross income for housing.

AIR BASIN: One of 14 self-contained regions in the State of California, minimally influenced by air quality in contiguous regions.

AIR POLLUTION CONTROL DISTRICT (APCD): A single- or multi-county agency with legislative authority to adopt and enforce all rules and regulations necessary to control nonvehicular sources of air pollutants in its area.

AIR QUALITY STANDARD: A health-based standard for air pollution established by the federal government and the state.

ALL-WEATHER ROAD SURFACE: A minimum of five inches of compacted aggregate base rock, Class 2 or equivalent.

AMBAG: Association of Monterey Bay Area Governments -- a voluntary association of local governments organized under the California Joint Powers Authority for the purpose of providing regional planning services in the areas of the economy, transportation, land use, housing, air quality, and water quality.

AMBIENT AIR QUALITY: Existing air quality for an air basin or sub-basin.

AMBIENT SOUND: Existing background sound.

AQUIFER: The underground layer of water-bearing rock, sand or gravel through which water can seep or be held in natural storage. Such waterholding rock layers hold sufficient water to be used as water supply.

Subject	Goal, Objective, and Policy Number (page)
Water Conservation	3.1.2, 3.2, 3.2.1, 3.2.2, 3.2.3 (p. 38); 27.1.2 (p. 217)
Water Quality and Supply (Storm Run-Off Drainage)	3, 3.1, 3.1.1, 3.1.2, 3.2, 3.2.1, 3.2.2, 3.2.3 (p. 37 and 38); 9.3.3 (p. 84); 11, 11.1, 11.1.1, 11.1.2, 11.1.3, 11.1.4 (p. 88 and 89); 27.1, 27.1.1, 27.1.2 (p. 216 and 217); 34.1.4, 34.1.5 (p. 233)

facilities including single-family homes, mobile homes, townhouses, duplexes, condominiums, and apartment units.

DEVELOPABLE LANDS: Those lands which are considered developable with regard to the city's policies, criteria, and standards as well as state law.

DEVELOPMENT: Any physical alteration and/or improvement of the land which leads to subdivision of land; construction of any building or structure; road development; installation of utilities; grading; mineral extraction; the deposit of refuse, debris, or fill materials; or the clearing of natural vegetative cover with the exception of agricultural activities. Routine repair and maintenance activities are exempted.

ECONOMIC DEVELOPMENT: A process to influence local economic conditions by stimulating private investment in existing and potential firms, thereby expanding an area's employment opportunities.

ENHANCEMENT ZONE: A specific area officially designated by the City of Scotts Valley for the purpose of improving and enhancing the visual and physical surrounding of a neighborhood. Examples of improvement include neighborhood beautification, rehabilitation, redevelopment, new construction, or a combination thereof.

ENCOURAGE: For the goals, objectives and policies discussed in the General Plan, the word implies a general endorsement, but not necessarily administrative, financial, or other city support.

ENVIRONMENTAL IMPACT REPORT (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impact will result if the area is altered or disturbed by a proposed action.

ENVIRONMENTALLY SENSITIVE: An area in which plant or animal life or their habitats are either rare or especially valuable because of their role in an ecosystem. Such areas can be easily disturbed or degraded by human activities and developments.

EROSION: The loosening and transportation of rock and soil debris by wind, rain or running water. The gradual wearing away of the upper surfaces of the earth.

FAULT: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

FAULT ZONE: A zone consisting of interconnected, closely spaced faults and fault traces.

FEASIBLE: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technical factors.

AVERAGE DAILY TRAFFIC (ADT): The average number of vehicles traveling (in both directions) on a particular section of road during a 24-hour period.

BUFFER: An area of land separating two distinct land uses, such as residential and commercial or residential and agricultural, which reduces the effect of one land use on another. For instance, landscaping and/or distance is sometimes used to "buffer" or reduce the effects of a commercial area on nearby residential units.

CALTRANS: California Department of Transportation.

CEQA: California Environmental Quality Act of 1970 -- a public law requiring all public agencies (state and local) to prepare and certify an environmental impact report on any project they propose to carry out which may have a significant effect on the environment.

COLLECTOR ROAD: A road for traffic moving between arterial and local roads, generally providing access to adjoining land.

CONSERVATION: The management of natural resources to prevent waste, destruction, or neglect.

COUNTY SCENIC ROUTE: A segment of roadway that has been officially designated by the Director of California Department of Transportation.

CRITICAL STRUCTURES AND FACILITIES: Structures or facilities whose continued use during and after a disaster are critical or whose failure might be catastrophic. Examples of critical structures including large dams, plants manufacturing or storing toxic chemicals or explosives, hospitals, medical buildings, public utilities, transportation and communications facilities, fire and police stations, bridges, and structures which can accommodate large numbers of persons such as schools, hotels, civic buildings, and civil defense shelters.

dB: Decibel -- a convenient scale for expressing sound pressure levels. Such a scale is needed because the human ear is sensitive to an extremely wide range of sound pressure levels. The decibel scale is a logarithmic scale based on pressure levels, and is expressed in a range of 0 to 140. Zero decibels is the lowest level of sound detectable by the human ear, while a jet aircraft takeoff at 200 feet measures approximately 120 dB.

dBA: A-Weighted Sound Level -- the sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

DENSITY: The number of permanent residential dwelling units per acre of land. Dwelling units include all residential units having kitchen, bath and toilet

HAZARDOUS MATERIAL: An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

HISTORIC RESOURCES: Includes, but is not limited to any object, building, structure, site, area, or place which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

HOUSEHOLD: All persons occupying a housing unit.

HOUSING UNIT: The place of permanent or usual abode, including a single-family dwelling, a single-unit in a two-family dwelling, multi-family or multiple dwelling, a unit of a condominium or cooperative housing project, a non-kitchen unit, a mobile home, or any other residential unit which either is considered to be real property under state law or cannot be moved without substantial damage or unreasonable cost.

INACTIVE FAULT: A fault which shows no evidence of movement in recent geologic time and has no potential for movement in the relatively near future.

INFILLING: A planning term used to describe the process whereby new development is directed to remaining vacant parcels within existing developed areas.

INFRASTRUCTURE: The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

LAFCO: Local Agency Formation Commission -- a local agency comprised of city, county, and at-large representatives; established by State law to review and approve city incorporations, special district formations, annexations to and detachment from local agencies, and other boundary changes involving local governments.

LANDSCAPING: The art of altering or enhancing an open space area with appropriate plants and trees, including the incorporation of a fence and/or brick or stone wall.

LANDSLIDE: A general term for a falling mass of soil or rocks.

LAND USE: The occupation or utilization of land or water area for any human activity or any defined purpose.

LARGE FAMILY: A family of five or more related persons occupying one household.

Ldn: Day-Night Average Level -- the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

FEMALE HEADED HOUSEHOLD: Family where the principal income-earner is a female and there is no spouse present.

100-YEAR FLOOD: A flood stage that, statistically has a one percent probability of occurring in any given year.

100-YEAR FLOODPLAIN: The area encompassing the 100-year floodway and the 100-year floodway fringe.

100-YEAR FLOODWAY: The channel of a river, creek or other watercourse together with the adjacent land areas that must be reserved in order to discharge the 100-year flood without cumulatively increasing the water surface elevation more than one foot. (The floodway is delineated on the Flood Boundary Floodway Map prepared by the National Flood Insurance Program.)

100-YEAR FLOODWAY FRINGE: Those land areas outside of and adjacent to the 100-year floodway which are subject to flooding during the 100-year flood event, but which could be completely obstructed without increasing the flood water surface elevation more than one foot at any point.

GEOTECHNICAL EVALUATION: A professional evaluation using scientific methods and engineering principles of geology, geophysics, hydrology, and related sciences.

GOAL: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose.

GROUND FAILURE: Mudslide, landslide, liquefaction, or the seismic compaction of soils.

GROUND RUPTURE: A break in the earth's surface along a fault, also called surface faulting.

GROUNDWATER: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

GROUNDWATER RECHARGE: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into waterholding rocks which provide underground storage.

GROUNDWATER RECHARGE AREA: An area which by nature of surface soil and underlying rock type is particularly important for allowing surface water to percolate to underground storage.

HABITAT: The natural environment of a plant or animal.

HANDICAPPED: Persons determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently could be improved by more suitable housing conditions.

POTENTIALLY ACTIVE FAULT: A fault along which the most recent major displacement occurred between 11,000 and 2,000,000 years ago.

PRESERVATION: Use of long-term or permanent safeguards to guarantee the viability of natural or man-made resources.

PRINCIPAL ARTERIAL: A high-volume major road or highway primarily serving through or long-distance travel between states, regions, or metropolitan areas with limited, if any, direct access to adjoining land.

PROJECT: (CEQA definition) A project can be one of the following: a) activities undertaken by any public agency; b) activities undertaken by a person which are supported in whole or in part through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies; c) activities involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

PROMOTE: For the goals, objectives and policies discussed in the General Plan, the word implies an endorsement reinforced with a moderate level of administrative, financial or other city support.

PUBLIC UTILITY: A company regulated by the California Public Utilities Commission.

RARE AND ENDANGERED SPECIES: These are plant and animal species identified by the California Department of Fish and Game or the United States Fish and Game Wildlife Service, as rare, endangered, and/or threatened.

RECYCLING: The process of sorting, cleaning, treating, and reconstituting waste or other discarded materials for the purpose of using the altered form.

RENEWABLE ENERGY RESOURCES: Energy sources whose natural supplies are not depleted in producing work, including solar energy, wind flow, tidal action, and terrestrial heat.

RETROFITTING: Supplying an existing building or facility with new equipment, parts, or features, usually in an effort to improve the efficiency of energy use.

RIGHT-OF-WAY: A strip of land commonly allocated for transportation purposes, such as a public road, a railroad, or a utility transmission line.

RIPARIAN WOODLAND: A plant community with lush growth of trees and shrubs, supported by wet conditions along seasonally and permanently flowing fresh water streams and rivers.

SANITARY LANDFILL: A disposal site employing an engineered method of disposing of solid wastes in a manner that minimizes environmental hazards by

LEVEL OF SERVICE (LOS): An indication of a road's performance based on an evaluation of driving conditions, with six performance levels ranging from "ideal" (LOS A) to "forced flow" (LOS F).

LIQUEFACTION: A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

LOCAL ROAD: A road providing direct access to abutting land and designed to discourage through traffic.

LOWER INCOME: Less than or equal to 80% of the County median income (i.e., combination of very low income and other low-income).

MINOR ARTERIAL: A major road or highway serving local and long-distance trips in less concentrated traffic-generating areas and generally providing some direct access to adjoining land.

MODERATE INCOME: Between 81% and 120% of the county median income.

MUDSLIDE (MUDFLOW): A flow of very wet rock and soil.

MULTIPLE DWELLING UNITS: Duplexes, triplexes, and fourplexes.

NOISE CONTOUR: A line connecting points of equal noise level as measured on the same scale.

NONRENEWABLE ENERGY RESOURCES: Sources whose natural supplies are depleted in producing work such as oil, gas, coal and uranium.

OBJECTIVE: A measurable goal; a statement of desirable accomplishment within a specific timeframe that is definite enough to know when and if it has been achieved.

OPEN SPACE: Any open land or other space (such as a river) which is predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, farmlands and grazing areas, and park or recreation areas.

OVERCROWDING: A condition which exists when housing units provide insufficient living space to meet the needs of a household. A housing unit is determined to be overcrowded when there are 1.01 or more persons per room.

OVERLAY: A device which provides for the addition of further land use specifications or restrictions to a particular land use category or area.

PERENNIAL YIELD (WATER RESOURCE): A long-term average, annual yield.

POLICY: A specific statement guiding action and implying a clear commitment.

SPECIAL TREATMENT AREA: An area where planned development or some other form of special treatment is required to allow future development. A specific or master plan is required prior to any new development in a special treatment area.

SPECIFIC PLAN: A tool used to bridge the gap between the local general plan and individual development proposals. These plans contain both planning policies and regulations, often combining zoning regulations, capital improvement programs, detailed development standards, and other regulations into one document which can be tailored to meet the needs of the specific area.

SPHERE OF INFLUENCE: A plan for the probable 20-year physical boundaries and service areas for local cities and/or special districts.

STATE SCENIC HIGHWAY: A segment of a state highway that has been officially designated by the Director of California Department of Transportation as part of the State Scenic Highway System.

STORM RUNOFF: Surplus surface water generated by rainfall that does not seep into the soil, but flows over the land to streams, rivers or lakes.

STRATEGY: A means by which plans are devised and carried out to achieve a desired situation; for the purpose of the General Plan, strategies are realized through the use of goals, objectives and policies.

STREET FURNITURE: Public facilities, generally located between the curb line and the property line, either permanent or movable, including street lights and street name sign posts, traffic signals and directional signs, bus shelters, benches, bicycle racks, mailboxes, telephone booths, trash receptacles, newspaper vending machines, and the like.

STRIP DEVELOPMENT: The development of urban uses such as housing or commerce in narrow bands, generally one lot deep, along the frontage of roads and highways.

SUPPORT: For the goals, objectives, and policies discussed in the General Plan, this word implies an endorsement reinforced with a high level of administrative, financial, or other city support.

SUSTAINED YIELD: The management of forest resources so that over the long term the amount of timber harvested does not exceed the net growth of new timber.

TIMBERLAND PRESERVE ZONE (TPZ): An area which has been zoned pursuant to Section 51112 or 51113 (of the Government Code) and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

spreading, compacting to the smallest practical volume and applying cover material over all exposed wastes at the end of each operating day.

SCENIC CORRIDOR: This is a transportation corridor (highway, road, bikeway, pedestrian, equestrian) recognized as having unusual or outstanding scenic qualities.

SCENIC EASEMENT: The right to permanent scenic use of all or a portion of a given parcel. A scenic easement is generally granted to the City by the property owner in exchange for reduced property tax liability.

SEICHE: An earthquake-induced wave in a lake, reservoir, or harbor.

SHALL: This word identifies a provision which is required to be followed.

SHOULD: This identifies a provision that is advised to be followed in absence of compelling countervailing considerations, but it is not required to do so. It is intended that there be more flexibility in applying provision identified by "should" than those identified by "shall".

SIGNIFICANT: (CEQA definition 21068) A substantial, or potentially substantial, adverse change in the environment.

SLOPE: The natural or artificial incline of ground, with the degree of incline numerically expressed as "percent slope", or the vertical rise divided by the horizontal run. Slopes may be described in two ways, in degrees of slope or as a percentage of slope. 1) Degree of slope = the angle between the slope and the horizontal. 2) Percent of slope = the units of vertical rise compared to the units of horizontal travel. Note that the percent of slope will always be a larger number than the equivalent degree of slope -- be sure to know which is being used.

SOIL ASSOCIATION: A grouping of soil series with similar properties.

SOIL SERIES: A collection of soils with similar profiles developed from similar parent materials under comparable climatic and vegetational conditions.

SOLID WASTE: All putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes.

SOLID WASTE FACILITY: A disposal facility, disposal site or a solid waste transfer/processing station.

SPECIAL CONSIDERATION AREA: An area where specific planning or development considerations may be addressed to supplement an adopted land use designation.

APPENDIX C

Selected References and General Plan Preparation

TOTAL HOLDING CAPACITY: The sum of existing and potential residential, commercial, and industrial development allowable in the city under existing land use regulations.

TRANSIT: Vehicles or systems engaged in the transportation of people by public or private conveyance, primarily rail or bus systems.

TRIP: A one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

TSUNAMI: A wave, commonly called a tidal wave, caused by an underwater seismic disturbance, such as sudden faulting, landslide, or volcanic activity.

URBAN LEVEL I FIRE SERVICE: This represents the ability of a fire department service to arrive at an emergency within five minutes (approximately 3 miles) and where water systems are adequate to supply 1000-2500 gallons per minute (GPM) for not less than 2 hours. Commercial and industrial areas should be supplied with water at from 1500 to 4500 GPM for one to four hours, depending on the nature of the development.

URBAN SERVICE BOUNDARY: The limits of an area within a sphere of influence which is expected to accommodate urban development over a five-year period.

VACANCY RATE: The ratio of vacant available housing units to the total housing stock in a given area which is used as an indicator of the general availability of housing. Critical vacancy rate for rental units is 4.5%; for ownership units, 1%.

VERY LOW INCOME: Less than 50% of the area or county median income.

VIEWSHED: The area within view from a defined, publicly accessible observation point.

WATER CONSUMING DEVELOPMENT: All development which requires water.

WATERSHED: An area or region drained by, or contributing water to, a spring, stream, river, lake, or other body of water.

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APPENDIX D

City Council Resolution and Findings
for Certification of the General Plan EIR

GENERAL PLAN PREPARATION

Environmental Management Consultants

Michael J. Groves, Principal
Steven Gere, Staff Planner
Ron Sissem, Staff Planner
Alan Stumpf, Associate Planner
Terry Baker and Steven Gere, Graphics

City Staff

City Staff was responsible for the General Plan administration, coordination, and policy preparation. The Administrative Department, Department of Community Development, and Department of Public Works were largely responsible for supplying resource and base data as part of text preparation for this General Plan. Environmental Management Consultants would like to express its appreciation for the effort and cooperation of these departments.

APPENDIX E

City Council Resolution for Adoption of the General Plan

is necessary for the well-being of the City's economy and the health and general welfare of its citizens by guiding the growth and development of the City in a logical and orderly manner.

Overriding Concerns and Evidence:

a. The proposed Scotts Valley General Plan will satisfy state laws requiring general plans.

b. The Plan will reduce the negative aspects of urban growth while enhancing the positive aspects.

c. The Plan will meet the requirements of a growing population and economy.

d. The Plan incorporates policies to integrate the urban and rural sectors of the Scotts Valley

e. The positive aspects of the General Plan are therefore found to be of great benefit to the City and its citizens and therefore far outweigh the potential negative effects identified in the Revised Draft Scotts Valley General Plan EIR.

the Scotts Valley Banner on August 14, 1985 and in the Santa Cruz Sentinel on July 26, 1985.

Evidence: The above-dated issues of the Scotts Valley Banner and the Santa Cruz Sentinel.

1.6 Public review of the Revised Draft Scotts Valley General Plan by the City Council resulted in numerous revisions to that document, which in turn required additional environmental analysis and resulted in non-substantial changes to the Drafrt EIR. These changes were reflected in an addendum to the Revised Draft EIR and incorporated into the EIR text.

Evidence:

Final Draft of the Scotts Valley General Plan EIR, as considered by the City Council on January 29, 1986.

2. Findings on Environmental Effects

2.1 The City Council finds that the proposed Scotts Valley General Plan incorporates mitigation measures which avoid the significant environmental impacts identified in the General Plan EIR, except as noted in the following sections.

Evidence:

Scotts Valley General Plan EIR: Environmental Impacts and Mitigation Measures section, pages 268-284.

2.2 The City Council finds that the future development allowed in the proposed Scotts Valley General Plan will have significant unavoidable adverse impacts, cumulative impacts, and growth inducing impacts as identified in the EIR, for which there are overriding concerns and evidence.

Overriding Concerns and Evidence:

a. The impacts discussed in the EIR are for future development that would be allowed under the provisions of the Scotts Valley General Plan. Because the characteristics of the specific development are unknown, the precise degree and extent of potential adverse, cumulative, or growth inducing impacts cannot be defined. It is anticipated that future development, in meeting the requirements of the Scotts Valley General Plan and CEQA, adverse impacts will be reduced to a minimum.

b. Potential adverse impacts must also be weighed against the City's other stated goals and policies, which reflect a need for housing and economic opportunity for the City's current and future residents. The Plan therefore balances environmental and resource values with social and economic values.

3. Conclusionary Findings

The City Council finds that adoption of the Scotts Valley General Plan

SCOTTS VALLEY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

CEQA FINDINGS FOR CERTIFICATION

1. Findings on Procedure

1.1 Development of a Draft Scotts Valley General Plan by the Scotts Valley Citizens Advisory Committee and Environmental Management Consultants (EMC) prompted initial environmental review of the document, which revealed the potential for significant environmental impacts from the proposed project. A Notice of Preparation for the Scotts Valley General Plan Environmental Impact Report (EIR) was sent on August 1, 1984 to all responsible agencies to solicit comments on the scope and content of the EIR.

Evidence:

Initial Study (Draft Scotts Valley General Plan, p.253).

1.2 A Draft Environmental Impact Report (EIR) was developed by Environmental Management Consultants and was submitted to the Governor's Office of Planning and Research (State Clearinghouse) and other responsible agencies for initial review. A Notice of Completion for the Scotts Valley General Plan EIR was filed with the State Clearinghouse on January 11, 1985. The circulation period for review began on January 11 and ended on February 29, 1985.

Evidence

State Clearinghouse File No. 85010809

1.3 Public notice of the availability of the Draft General Plan EIR for review was noticed in the Scotts Valley Banner newspaper on January 16, 1985 and Santa Cruz Sentinel newspaper on January 10 and 11, 1985. Copies of the Draft General Plan/EIR were also provided for public review in the Scotts Valley and Santa Cruz libraries.

Evidence:

The above-dated issues of the Scotts Valley Banner and Santa Cruz Sentinel.

1.4 Following its public review of the initial Draft General Plan EIR, the Planning Commission made substantial changes to that Plan, requiring subsequent changes to the EIR. The Revised Draft General Plan EIR was then sent to the State Clearinghouse and recirculated among responsible agencies for review of the changes. The second review period began on July 26 and ended on August 27,1985.

Evidence:

State Clearinghouse File No. 85010809

1.5 The Notice of Availability for the Revised Draft EIR was published in

BE IT FURTHER RESOLVED THAT the EIR for the Scotts Valley General Plan has been prepared with a sufficient degree of analysis to provide the City Council with information which enables them to make a decision which intelligently takes account of the environmental effects of the Scotts Valley General Plan; and

BE IT FURTHER RESOLVED that the City Council of the City of Scotts Valley has reviewed and considered the information contained in the Final Environmental Impact Report consisting of the initial study, the Revised Draft EIR, comments and recommendations received on the Revised Draft EIR, a list of persons, organizations and public agencies commenting on the Revised Draft EIR, and the City's responses as the lead agency to significant environmental points raised in the review and consultation process and an addendum to the Revised Draft EIR incorporated into the Revised Draft EIR; and

BE IT FURTHER RESOLVED that the City Council has prepared findings for certification of the Scotts Valley General Plan EIR and those findings are herein incorporated by reference; and

BE IT FURTHER RESOLVED that the City Council certifies that the Final EIR has been completed in compliance with CEQA and the State and local guidelines.

The above and foregoing resolution was passed and adopted by the City Council of the City of Scotts Valley on the 29th of January 1986, by the following vote:

AYES: Anderson, Leichter, Miller

NOES: Carl, Liberty

ABSTAIN: None

Approved: Joe Miller
Joe Miller, Mayor

Attest: August Gaires
August Gaires, City Clerk

RESOLUTION NO. 1118

City of Scotts Valley

State of California

SCOTTS VALLEY GENERAL PLAN)
ENVIRONMENTAL IMPACT)
REPORT, CERTIFICATION.....)

WHEREAS, an environmental impact report for a project entitled City of Scotts Valley General Plan (1986) has been submitted to the City Council for certification; and

WHEREAS, the EIR was prepared to address impacts resulting from adoption of the Scotts Valley General Plan (1986); and

WHEREAS, a notice of completion was filed with the Governor's Office of Planning and Research (State Clearinghouse); and

WHEREAS, the said Draft Environmental Impact Report was provided for public review in the Scotts Valley and Santa Cruz libraries; and

WHEREAS, the public notice of the availability of the General Plan Draft EIR for review was noticed in newspapers of local circulation, specifically the Scotts Valley Banner and Santa Cruz Sentinel; and

WHEREAS, public hearings were held by the Planning Commission to consider the Draft Environmental Impact Report; and

WHEREAS, the Draft Environmental Impact Report has been modified (Revised Draft Environmental Impact Report) in response to significant environmental points raised in the review and consultation process; and

WHEREAS, the Revised Draft Environmental Impact Report was prepared and Notice of Completion was published in a newspaper of general circulation (Scotts Valley Banner) announcing the public review time and availability of said copies of Revised Draft Environmental Impact Report at designated local city and county libraries; and

WHEREAS, the City Council conducted public hearings on the Revised Draft Environmental Impact Report, considered all review comments, and responded to these comments; and

WHEREAS, an addendum was prepared and incorporated into the Revised Draft EIR based on minor nonsubstantial changes to the General Plan text and policies by the City Council;

NOW THEREFORE BE IT RESOLVED THAT this EIR for the City's General Plan was given adequate local and State review; and

BE IT FURTHER RESOLVED THAT the EIR for the Scotts Valley General Plan has been prepared with a sufficient degree of analysis to provide the City Council with information which enables them to make a decision which intelligently takes account of the environmental effects of the Scotts Valley General Plan; and

RESOLUTION NO. 1119

City of Scotts Valley

State of California

SCOTTS VALLEY GENERAL)
PLAN ADOPTION.....)

WHEREAS, the updated Scotts Valley General Plan (1986) is a product of:

(1) two years of city staff and consultant efforts in preparing a comprehensive series of technical reports which analyzed a variety of factors with important planning implications and identified major planning issues and which are all integrated into the General Plan; and

(2) advice of the Citizens Advisory Committee appointed by the Scotts Valley City Council (48 public meetings) for the revision and update of the General Plan; and

(3) distribution and review by the general public and affected agencies in accordance with applicable state laws; and

(4) public participation at 38 duly noticed public meetings conducted by the Scotts Valley Planning Commission; and

(5) this City Council's review and consideration of Planning Commission Resolution PC-690 and the Commission's recommendations; and

(6) this City Council held 28 public meetings for review and consideration of both oral and written comments of the general public and affected agencies; and

(7) consideration of the certified Environmental Impact Report of the General Plan; and

WHEREAS, the Draft General Plan includes the following state mandated elements; Land Use, Circulation, Housing, Conservation, Open-Space, Noise, and Safety; and

WHEREAS, the Draft General Plan includes the following optional elements that are permissive by the State: Parks and Recreation, Public Services and Facilities, Archaeological and Historic Resources, Demographic, Socioeconomic, Air and Water Quality; and

WHEREAS, the Draft General Plan includes the required Environmental Impact Report, the hearings on which were noticed with the notices for the General Plan; and

WHEREAS, the Planning Commission held public hearings on the following dates: February 4, 11, 25, March 4, 11, 14, 18, 28, April 1, 11, 15, 16, 18, 24, 29, 30, May 2, 7, 9, 14, 16, 21, 23, 29, June 3, 4, 6, 7, 11, 12, 13, 17, 20, 24 25, July 1, 10, and 11, and reviewed and considered all comments; and

WHEREAS, the Planning Commission recommended adoption by a resolution of the Commission carried by the affirmative votes of a majority of its total voting members; and